

Initial Environmental Examination

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BHU: Secondary Towns Urban Development Project—Sarpang Satellite Town Urban Roads and Drains Subproject

Prepared by the Ministry of Works and Human Settlements of the Kingdom of Bhutan for the Asian Development Bank.

CURRENCY EQUIVALENTS

as of 16 March 2018

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\$1.00	=	Nu65.040

ABBREVIATIONS

ADB	–	Asian Development Bank
EIA	–	environmental impact assessment
EMP	–	environmental management plan
FNCA	–	Forest and Nature Conservation Act
GRC	–	Grievance Redress Committee
GRF	–	Government Reserved Forest
GRM	–	grievance redress mechanism
IEE	–	initial environmental examination
LAP	–	local area plan
MOWHS	–	Ministry of Works and Human Settlement
NEC	–	National Environmental Commission
NECS	–	National Environmental Commission Secretariat
NEPA	–	National Environment Protection Act
OHS	–	occupational health and safety
O&M	–	operation and maintenance
PIU	–	project implementation unit
PMU	–	project management unit
PPTA	–	project preparation technical assistance
REA	–	rapid environmental assessment
SPS	–	safeguard policy statement
TOR	–	terms of reference
UNFCCC	–	United Nations Framework Convention on Climate Change

WEIGHTS AND MEASURES

ha	–	hectare
HP	–	horsepower
km	–	kilometer
lpcd	–	liters per capita per day
lps	–	liter per second
m	–	meter
m ²	–	square meter
m ³	–	cubic meter
mm	–	millimeter
msl	–	mean sea level

NOTE

In this report, "\$" refers to US dollars.

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Contents

	Page
EXECUTIVE SUMMARY	
I. INTRODUCTION	1
II. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK	2
A. ADB Policy	2
B. Environmental Related Acts and Regulations of Bhutan	5
C. International Environmental Agreements	9
III. DESCRIPTION OF THE PROJECT	9
A. Location of Subproject	9
B. Components	9
C. Road Construction Activities	13
D. Operation and Maintenance of Roads	14
E. Proposed Development Program	14
IV. DESCRIPTION OF THE ENVIRONMENT	14
A. Methodology Used for the Baseline Study	15
B. Physical Resources	15
C. Geology and Geomorphology	15
D. Seismology	18
E. Soil	18
F. Topography	18
G. Hydrology	18
H. Climate	21
I. Ecological Resources	24
J. Economic Development	28
K. Socio and Cultural Resources	32
V. ANTICIPATED IMPACTS AND MITIGATION MEASURES	33
A. Design/Pre-Construction Phase Considerations	35
B. Construction Phase Environmental Impacts	36
C. Operation Phase Environmental Impacts	40
D. Cumulative Impact Assessment	41
VI. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION	43
VII. GRIEVANCE REDRESS MECHANISM	44
VIII. ENVIRONMENTAL MANAGEMENT PLAN	47
A. Environmental Mitigation	48
B. Environmental Monitoring	55
C. Implementation Arrangement	60
D. Capacity Development Program	66
IX. CONCLUSIONS AND RECOMMENDATIONS	67

LIST OF APPENDIXES

1.	Rapid Environmental Assessment - Shechamthang	68
2.	Shechamthang Announcement on Public Consultation	71
3.	Minutes of Public Consultation for Social and Environment Safeguards and Assessment in Shechamthang	72
4.	List of Participants to the Shechamthang Public Consultation	74
5.	Shechamthang Public Clearance	76
6.	Photographs of Shechamthang Public Consultation	77
7.	Grievance Redress Mechanism and Grievance Redress Committee Notification	78
8.	Sample Grievance Redress Form	81
9.	Terms of Reference–Environmental Specialists to Support Project Management Unit and Project Implementation Units	82
10.	Template for Semi-Annual Environmental Monitoring Report	85
11.	Environmental Clearance	92

Executive Summary

1. An environmental assessment was made for the proposed roads and drainage subproject for Shechamthang (Sarpang thromde)¹ under the Secondary Towns Urban Development Project (STUDP). This environmental assessment was conducted by the Ministry of Works and Human Settlements.
2. An initial environmental examination (IEE) was carried out for the roads and drainage subproject of STUDP for Shechamthang. In accordance with the Asian Development Bank (ADB) Safeguard Policy Statement (SPS), 2009, an initial screening was conducted using ADB's Rapid Environmental Assessment checklist for roads and drainage. Result of the screening and assessment reveal that the subproject is unlikely to cause significant adverse environmental impact. Thus, the subproject is categorized as category B for environment as per ADB SPS, 2009.
3. This draft IEE report was prepared in accordance with ADB SPS 2009 requirements for environment category B projects. The assessment was also carried out within the policy, legal, and administrative frameworks relevant to roads and drainage projects in Bhutan.
4. **Subproject Scope and Description.** This IEE covers Sechamthang roads and drainage subproject, which comprises (i) construction of new roads with total length of 3.74 kilometers (km), (ii) construction of new drainage system with total length of 9.18 km; (iii) 0.35 km of footpaths; and (iv) 2,800 square meters (m²) of surface parking area. This subproject will eventually serve the target communities in Shechamthang (Sarpang municipality).
5. **Environmental and Socioeconomic Conditions.** Project implementation will not pose significant problems to the environment since the proposed road and drainage alignments are along existing rights of way. The sites are not within undisturbed landscapes or protected areas, but areas already inhabited by local people whose activities over the years resulted to their present residential, institutional, commercial, and agricultural land uses.
6. **Environmental Impacts and Environmental Management Plan.** Screening for environmental impacts is made through a review of the parameters associated with projects for roads and drainage against the components of the proposed subproject. An important consideration in analyzing the environmental impacts of the proposed subproject is the fact that these are improvements and expansion of road network in an already altered environment. The issue on impacts and risks to biodiversity conservation is not applicable to the subproject since the components will not be located in areas that are environmentally sensitive or that have precious ecology.
7. This IEE is based on final detailed design. During pre-construction phase, potential nuisances and problems to the public during construction shall be addressed by inclusion in the tender documents of specific provisions addressing these issues. Although there are no issues related to historical and cultural assets, a precautionary measure shall be taken by inclusion of provisions in tender and construction contract documents requiring the contractor to immediately stop excavation activities and promptly inform the authorities if archaeological and cultural assets are discovered.

¹ Thromde in Dzongkha is a town or municipality or city.

8. Adverse environmental impacts during construction are temporary, less than significant, and can be easily mitigated. There will be no massive construction activities that can damage the environment. No cutting of trees will be done in forest areas. Roads and drainage subproject is a low impact construction activity since the project will be expansion of existing road network in an urban setting and the proposed alignments will be in areas with rights of way. Required structures are relatively small in size. Typical construction issues are manageable with the implementation of preventive measures to address: (i) erosion and sediment runoff, (ii) noise and dust, (iii) vehicular traffic, (iv) construction wastes, (v) oil and fuel spillages, (vi) construction camps, and (vii) public safety and convenience.

9. Environmental problems due to operation and maintenance (O&M) of the proposed roads and drainage can be avoided by incorporating the necessary measures in the design and use of appropriate operational procedures.

10. An environmental management plan (EMP) is developed to effectively manage any environmental issues arising from the subproject implementation. The EMP includes: (i) mitigating measures to be implemented, (ii) required monitoring associated with the mitigating measures, and (iii) implementation arrangement. The institutional set-up and arrangement identifies the requirements, responsible stakeholders and responsibilities during pre-construction, construction, and operation phases. The EMP applicable for each phase is presented in detail in tabular form with specific information on: (i) required measures for each environmental impact that requires mitigation, (ii) locations where the measures apply, (iii) associated cost, and (iv) responsibility for implementing the measures and monitoring.

11. **Consultation and Participation.** Project planning and the subsequent IEE preparation for the proposed roads and drainage subproject recognized the need for public consultation and participation as central to effective environmental safeguard. Within the context of “meaningful consultation”, Shechamthang (Sarpang thomde) with assistance from the Project Preparatory Technical Assistance (PPTA) consultants initiated a process of consultation during subproject preparation and intends to continue it during the construction phase. Initial public consultation and information disclosure was conducted at or near the subproject sites with concerned individuals, target residents, non-government organizations, and thomde officials. Details of the subproject components were presented to the stakeholders and their views on the respective proposals were gathered. As a result, stakeholders expressed support to the proposed subproject. Shechamthang (Sarpang thomde) will conduct public consultations and information disclosure as a continuing activity during the subproject implementation. Affected persons and other stakeholders are expected to attend these proposed future public consultations since proposed water tariffs would also be discussed. Thomde officials shall keep records of environmental and social complaints received during consultations, field visits, informal discussions, and/or formal letters, together with the subsequent follow-up and resolutions of issues.

12. **Grievance Redress Mechanism.** Implementation of the proposed roads and drainage subproject will be fully compliant to ADB’s safeguards requirement on grievance redress mechanism (GRM). A GRM has already been developed for STUDP, which will be followed by all subprojects, including Shechamthang roads and drainage subproject. Shechamthang (Sarpang thomde) officials shall disclose the GRM during public consultations to be conducted throughout the subproject implementation period. The GRM follows a tiered system, starting at the local level. The GRM structure has been agreed with the concerned agencies and a notification of the GRM structure has been issued. Grievance Redress Committee composition has been provided by Ministry of Works and Human Settlement (MOWHS). The GRM will

ensure that grievances and complaints regarding land acquisition, compensation and resettlement or other social and environmental issues will be addressed in a timely and satisfactory manner. People will be made aware of their rights and the detailed procedures for filing of grievances. Project implementation unit (PIU) will be undertaking outreach activities to make stakeholders aware of the GRM and will be published on the thromde/ dzongkhag and MOWHS websites. GRM will also be displayed at notice boards in the PIU office.

13. Institutional and Implementation Arrangement. The subproject will follow the overall institutional and implementation arrangement of STUDP. MOWHS is the executing agency and a project management unit (PMU) shall be created under it, while municipalities (Shechamthang municipality for this subproject) are the PIUs. MOWHS has overall responsibility for (i) project coordination, implementation, and liaison with ADB and other government offices; and (ii) coordination of implementation at the national level, including procurement of goods, works, and services for all STUDP subprojects. In support to MOWHS, the PMU will: (i) designate an Environment Officer who will oversee all subprojects under STUDP, including this subproject, and work closely with consultants and PIUs on the implementation of the EMP; (ii) supervise the Project Management and Supervision Consultants (PMSCs) that will assist MOWHS and PMU during pre-construction and construction phases; (iii) ensure overall compliance with all government rules and regulations and other environmental requirements of all subprojects under STUDP; and (iv) ensure that IEEs are included in bidding documents and civil work contracts for all subprojects under STUDP. In support to MOWHS and PMU, the PMSC will: (i) coordinate and work with PIU for the conduct of public consultations and day-to-day monitoring of subproject implementation; (ii) lead the conduct of training activities as per capacity development program; (iii) ensure that IEEs are updated when there will be changes in scope or components or alignments under the subproject; (iv) assist MOWHS and PMU in fulfilling their roles and responsibilities; and (v) ensure disclosure of IEEs in locations accessible to the public and in form and language understood by the local stakeholders. The PIUs will: (i) oversee the effective implementation of the contractor's EMP (CEMP) by the contractor; (ii) support implementation of the grievance redress mechanism; (iii) with support from PMU and PMSC, conduct public consultations as a continuing activity during the implementation of the subproject; and (iv) with assistance from contractors, prepare regular reports of EMP implementation and submit to PMU. The contractor will: (i) submit CEMP based on the EMP outlined in this IEE; (ii) ensure compliance with all applicable legislation and the requirements of the CEMP; (iii) ensure implementation of the CEMP, including costs for survey, site establishment, preliminary activities, construction, defect liability activities, and environmental mitigation measures related to CEMP implementation during construction and post-construction phases; (iv) ensure that any sub-contractors or suppliers, who are utilized within the context of a contract, comply with the environmental requirements of the CEMP and EMP. The contractor will be held responsible for non-compliance on their behalf; (v) in coordination with PMU and PIU, provide environmental awareness training to staff prior to any construction activities; (vi) borne the costs of any damages resulting from non-compliance with the CEMP and EMP; and (vii) appoint one full time environment and safety staff for implementation of EMP, community coordination, documentation of grievances received and resolutions at the project level in compliance with the project's GRM.

14. Conclusion and Recommendation. The environmental screening process has highlighted the environmental issues and concerns of the proposed Shechamthang roads and drainage subproject. The screening identified that the proposed sites are not within undisturbed landscapes because the proposed road and drainage alignments will be in existing right of ways, or areas that are presently regarded as either residential, commercial, or agricultural landscapes. The screening also identified that the locations are not near any sensitive area.

Hence, the proposed subproject is essentially not a new incursion to an ecologically untouched or protected zone.

15. Based on the screening for environmental impacts and risks, there are no significant negative environmental impacts and risks that cannot be mitigated. Consequently, assessment concludes that the proposed roads and drainage subproject can be implemented in an environmentally acceptable manner. The potential adverse impacts that are associated with the design, construction, and operation can be mitigated to standard levels through integration of proper engineering designs and implementation of the EMP as outlined in this IEE. The overall safeguards implementation arrangement is very comprehensive, well defined, and already in place. The training program for all the implementing stakeholders has already been outlined.

16. Therefore, as per ADB SPS, the categorization of Shechamthang roads and drainage subproject as Category B for Environment is confirmed. As such, no further environmental impact assessment is required.

17. The proposed roads and drainage subproject is hereby recommended for implementation with emphasis on the following conditions: (i) EMP of the subproject shall be included in the design process; (ii) Contracts of design consultants shall have provisions requiring the consultants to consider EMP recommendations in the design process; (iii) Tendering process shall advocate environmentally responsible procurement by ensuring the inclusion of EMP provisions in the bidding and construction contract documents; (iv) Contractor's submission of a CEMP shall be included in the construction contract conditions; (v) Contract provisions on operation of the GRM shall be included in construction contracts; (vi) MOWHS, with its functions, shall ensure that capability building shall be pursued; (vii) MOWHS shall continue the process of public consultation and information disclosure during the entire subproject implementation period; and (viii) MOWHS shall update this IEE should there be any change in subproject scope, and submit to ADB for review and disclosure.

I. INTRODUCTION

1. The Secondary Towns Urban Development Project (STUDP) will finance urban infrastructure in three towns: (i) Trashigang (including Ranjung); (ii) Sarpang (Sechamthang); and (iii) Samdrup Jongkhar (including Dewathang). The project will support water supply improvements and network expansion in all three towns, expand sewerage network in Samdrup Jongkhar (directly complementing government's ongoing investments in waste water treatment), and provide targeted investments in water supply, roads and drainage for the development of a new town in Sarpang (Ranibagan also known as Shechamthang).

2. The Sarpang dzongkhag (district administration) has planned a new commercial and residential town in Ranibagan/ Shechamthang Local Area Plan (LAP) to make way for the sustainable expansion of the city. Shechamthang is proposed to be the new commercial hub of Sarpang. To make land available for development 30% of land was pooled from 112 households (mostly vacant lots) in the Ranibagan LAP. The land was readjusted for the inclusion of roads, pathways, drains and other basic infrastructure. Due to budget constraints the development of the LAP could not be undertaken. The Royal Government of Bhutan requested the Asian Development Bank's (ADB) assistance to provide basic infrastructure facilities in this new town area so that people can start to build their houses and commercial establishments. STUDP will finance the development of the core area of the Shechamthang/Ranibagan LAP, comprising roads, drains and water supply infrastructure. The provision of urban roads with proper road side drainage in Shechamthang will help in the socioeconomic development of the area and ensure more efficient connectivity within the municipality and with other adjacent towns. The subproject will also help minimize urban flooding during monsoon season.

3. This initial environmental examination (IEE) report has been prepared by the Ministry of Works and Human Settlements in order to assess the potential environment impacts of the proposed Shechamthang roads and drainage subproject. The assessment has been conducted in accordance with ADB Safeguard Policy Statement (SPS), 2009, with due consideration to environmental legislations and relevant laws of Royal Government of Bhutan.

4. Preparation of the IEE involved preliminary activities such as: (i) field visits to the proposed subproject areas; (ii) review of available information, and (iii) discussions with Ministry of Works and Human Settlement (MOWHS), the National Inventory Commission, National Statistics Bureau (NSB), SarpangThromde and other government agencies, and members of the communities within the subproject areas.

5. Alongside these preliminary activities, the categorization and specific potential environmental impacts of the proposed subproject have been identified and assessed using ADB's Rapid Environmental Assessment (REA) Checklist for Roads and Highways (Appendixes 1 and 2). Results of the assessment show that the project is unlikely to cause significant adverse environmental impacts. Thus, this IEE has been prepared in accordance with ADB SPS, 2009 requirements for Environment Category B projects.

6. Therefore, this IEE report examines the environmental conditions of proposed subproject locations and the potential environmental impacts of all activities in relation to subproject implementation from pre-construction to post-construction phases. This IEE further identifies all mitigation measures that need to be followed in order to avoid or mitigate any adverse environmental impacts and optimize any beneficial impacts of the subproject to the extent possible.

II. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

A. ADB Policy

7. ADB requires the consideration of environmental issues in all aspects of ADB's operations, and the requirements for environmental assessment are described in the ADB SPS, 2009. This states that ADB requires environmental assessment of all project loans, program loans, sector loans, sector development program loans, loans involving financial intermediaries, and private sector loans.

1. Screening and Categorization

8. The nature of the environmental assessment required for a project depends on the significance of its environmental impacts, which are related to the type and location of the project; the sensitivity, scale, nature, and magnitude of its potential impacts; and the availability of cost-effective mitigation measures. Projects are screened for their expected environmental impacts, and are assigned to one of the following four categories:

- (i) **Category A.** A proposed project is classified as category A if it is likely to have significant adverse environmental impacts that are irreversible, diverse, or unprecedented. These impacts may affect an area larger than the sites or facilities subject to physical works. An environmental impact assessment (EIA) is required;
- (ii) **Category B.** A proposed project is classified as category B if its potential adverse environmental impacts are less adverse than those of category A projects. These impacts are site-specific, few if any of them are irreversible, and in most cases mitigation measures can be designed more readily than for category A projects. An IEE is required;
- (iii) **Category C.** A proposed project is classified as category C if it is likely to have minimal or no adverse environmental impacts. No environmental assessment is required although environmental implications need to be reviewed; and
- (iv) **Category FI.** A proposed project is classified as category financial intermediary (FI) if it involves investment of ADB funds to or through an FI. The FI must apply an environmental management system, unless all projects will result in insignificant impacts.

2. Environmental Management Plan

9. An environmental management plan (EMP), which addresses the potential impacts and risks identified by the environmental assessment, shall be prepared. The level of detail and complexity of the EMP and the priority of the identified measures and actions will be commensurate with the project's impact and risks.

3. Public Disclosure

10. ADB will post the following safeguard documents on its website so affected people, other stakeholders, and the general public can provide meaningful inputs into the project design and implementation:¹

- (i) for Environmental Category A projects, a draft EIA report at least 120 days before Board consideration;
- (ii) final or updated EIA and/or IEE upon receipt; and
- (iii) environmental monitoring reports submitted by the project management unit (PMU) during project implementation upon receipt.

4. Pollution Prevention and Control Technologies

11. During the design, construction, and operation of the project the PMU and project implementation units (PIUs) will apply pollution prevention and control technologies and practices consistent with international good practice, as reflected in internationally recognized standards such as the World Bank Group's Environment, Health and Safety Guidelines. These standards contain performance levels and measures that are normally acceptable and applicable to projects. When the Royal Government of Bhutan regulations differ from these levels and measures, the executing agency will achieve whichever is more stringent. If less stringent levels or measures are appropriate in view of specific project circumstances, the executing agency will provide full and detailed justification for any proposed alternatives that are consistent with the requirements presented in ADB SPS 2009.

¹ As per ADB SPS, 2009, prior to disclosure on ADB website, ADB reviews the "borrower's/client's social and environmental assessment and plans to ensure that safeguard measures are in place to avoid, wherever possible, and minimize, mitigate, and compensate for adverse social and environmental impacts in compliance with ADB's safeguard policy principles and Safeguard Requirements 1-4."

Table 1: Applicable WHO Ambient Air Quality Guidelines³

Table 1.1.1: WHO Ambient Air Quality Guidelines ^{7, 8}		
	Averaging Period	Guideline value in $\mu\text{g}/\text{m}^3$
Sulfur dioxide (SO ₂)	24-hour	125 (Interim target-1) 50 (Interim target-2) 20 (guideline)
	10 minute	500 (guideline)
Nitrogen dioxide (NO ₂)	1-year	40 (guideline)
	1-hour	200 (guideline)
Particulate Matter PM ₁₀	1-year	70 (Interim target-1) 50 (Interim target-2) 30 (Interim target-3) 20 (guideline)
	24-hour	150 (Interim target-1) 100 (Interim target-2) 75 (Interim target-3) 50 (guideline)
Particulate Matter PM _{2.5}	1-year	35 (Interim target-1) 25 (Interim target-2) 15 (Interim target-3) 10 (guideline)
	24-hour	75 (Interim target-1) 50 (Interim target-2) 37.5 (Interim target-3) 25 (guideline)
Ozone	8-hour daily maximum	160 (Interim target-1) 100 (guideline)

⁷ World Health Organization (WHO). Air Quality Guidelines Global Update, 2005. PM 24-hour value is the 99th percentile.

⁸ Interim targets are provided in recognition of the need for a staged approach to achieving the recommended guidelines.

Table 2: World Bank Group's Noise Level Guidelines

Table 1.7.1- Noise Level Guidelines ⁵⁴		
Receptor	One Hour L _{Aeq} (dBA)	
	Daytime 07:00 - 22:00	Nighttime 22:00 - 07:00
Residential; institutional; educational ⁵⁵	55	45
Industrial; commercial	70	70

⁵⁴ Guidelines values are for noise levels measured out of doors. Source: Guidelines for Community Noise, World Health Organization (WHO), 1999.

³ World Bank Group's General Environmental, Health, and Safety Guidelines: www.ifc.org/ehsguidelines.

B. Environmental Related Acts and Regulations of Bhutan

12. At the national policy level, environmental protection and conservation is a constitutional mandate and is required to (i) protect, conserve, and improve the pristine environment, (ii) safeguard biodiversity, and (iii) prevent pollution and ecological degradation. The policy, legal, and administrative frameworks relevant to the environmental assessment of water related infrastructure projects in Bhutan have been established by the following laws and regulations.

1. Constitution of the Kingdom of Bhutan 2008

13. Article 5 of the Constitution of Bhutan outlines the responsibilities of government and people to protect and conserve the pristine environment and safeguard Bhutan's wildlife. The Constitution states that it is the fundamental duty of every citizen to protect, conserve, and improve the pristine environment and safeguard the biodiversity, reduce pollution and prevent ecological degradation, and promote ecologically balanced sustainable development while also pursuing environmentally friendly economic and social development. The government stands by the policy of maintaining a minimum of 60% forest cover all the time to ensure sustainable conservation of natural resources and reduce degradation of the ecosystem. The citation of Constitution is relevant as the project requires clearing of the Government Reserved Forest (GRF) in some areas and also with regard to pollution by the project.

2. Environment Assessment Act 2000

14. The Environment Assessment Act outlines procedures for assessing the potential impact of projects on environment and formulates policies and measures to reduce potential adverse effects on the environment. Based on the above premise, the environmental clearance is required prior to the execution of any project that may entail adverse impacts on the environment. To this effect, the National Environmental Commission (NEC) is empowered to implement the Environment Assessment Act 2000 by setting out guidelines for securing an environmental clearance for a project. The Environment Assessment Act is applicable to this project considering foreseeable impacts on the surrounding environment.

3. National Environment Protection Act, 2007

15. National Environment Protection Act (NEPA, 2007) provides an effective system of conserving and protecting the environment of Bhutan. This system comprises NEC or other designated Competent Authorities and advisory committee members responsible for regulating and promoting sustainable development in an equitable manner. This Act creates a framework to develop measures and standards to protect environmental quality of the country.

16. The renewable (e.g. forest, water, air, biodiversity) and non-renewable (soil and rocks/minerals) natural resources shall not be fully compromised in order to just achieve sustainable development. The Act governs sustainable use of resources and guides to reduce waste generation while also adopting sound management plan for safe and proper disposal of wastes. The Act fixes accountability to the person polluting environment or causing ecological harm for the cost of containment, avoidance, abatement, medical compensation, mitigation, remediation and restoration.

4. Forest and Nature Conservation Act 1995

17. The enactment of the Forest and Nature Conservation Act (FNCA) in 1995 supersedes the first environmental legislation in Bhutan, i.e., the Forest Act of 1969. The FNCA contains policies prohibiting certain activities in the forested areas and allow other activities under special permits from the Department of Forests and Park Services. Clause 10 (a) i – x) outlines types of activities, e.g., forest clearing, tree felling, wildlife hunting, and polluting that are prohibited in the GRF. Clause 22 mentions that all wild animals whether enlisted under Schedule I (totally protected species) or not, cannot be hunted and killed, injured, captured, or collected unless conditions requiring self-defense and other genuine reasons exist. The FNCA recognizes all forests in Bhutan are part of the GRF and prohibits development works unless permissible by law. This Act will be applicable to the proposed subprojects.

5. Land Act 2007

18. The Land Act of 1979 provides the basis for land tenure in Bhutan. It was revised in 2007 to restructure many provisions in the Land Act. This revision happened with the establishment of National Land Commission Secretariat (NLCS), an autonomous agency mandated to deal with matters pertaining to land registration. The other major change under this revision is the categorization of land from 20 to 7 including i) chuzhing (wetland), ii) kamzhing (dry land) including orchard, iii) khimsa (residential land), iv) industrial land, v) commercial land, vi) recreational and vii) institutional land. Under this revision, an authority on land management (resolve disputes, process land transactions, and convert land categories) has been decentralized to local governance, e.g., Geog Tshogdue, Dzongkhag Tshogdue, and Thromde.

19. The Act reserves the right to acquire the land by the government if the land is deemed important for the country. When this happens, the affected individual, family, or community will be entitled for full compensation in the form of substitution from the same Dzongkhag or cash compensation depending on the type of land. This project will involve leasing of government land and hence the applicability of this Act.

6. Water Act of Bhutan 2011

20. The Water Act is enacted to ensure water resources are protected, managed, and conserved in the most efficient, sustainable, and equitable manner. As it is stated that the government is the trustee of the nation's water resources, it will work towards protecting, conserving, and/or managing water resources in accordance with the principles set out in this Act. This Act comes into play as water is the basic necessity for employees of the local areas and it also sets up drinking water as a priority and to ensure minimum pollution of water resources.

7. Road Act of the Kingdom of Bhutan 2013

21. Road Act of 2013 was re-enacted after repealing the Road Act of 2004 to plan and establish safe and efficient system of road network in the country. Because this project will also involve construction of access road and internal road network, this Act will come into play when planning, designing, surveying, and obtaining approval from respective agencies.

8. Waste Prevention and Management Act of Bhutan, 2009

22. Waste Prevention and Management Act of Bhutan, 2009 contains the holistic institutional framework to prevent and manage waste in Bhutan. This Act recognizes principles, mechanisms, and responsibilities for reducing, segregating and disposing wastes. The NEC as the apex regulatory body for waste prevention and management monitors whether the wastes are managed in an environment friendly manner or not, as well as prohibit the manufacture of products that are associated with generation of hazardous wastes.

9. The Local Government Act of Bhutan, 2009

23. The Local Government Act has provisions to undertake activities consistent with other relevant laws and policies of the country that are formulated towards conserving environment within its jurisdiction and reduce the impact on public health and accelerate socioeconomic development. This Act has relevance to the project in terms of protection of local population from health hazards, if any, and bring socioeconomic upliftment in the local area. It is also the principal document for delineation of power between the local governments and the national agencies.

10. National Strategy and Action Plan for Low Carbon Development 2012

24. During the Fifteenth Session of Conference of Parties (COP15) of the United Nations Framework Convention on Climate Change (UNFCCC) in Copenhagen, the Royal Government of Bhutan made a pledge to remain carbon neutral. This meant that greenhouse gas (GHG) emissions in the country will remain below the sequestration capacity of its forests for all times. This followed the preparation of National Strategy and Action Plan for Low Carbon Development, a document presenting a long-term national strategy and action plan for low carbon development. This includes interventions and action plans to fulfil commitments to remain carbon neutral through the promotion of green growth.

25. At the current juncture, the total land area under forest cover stands at ca. 70% which is more than what the Constitution of Kingdom of Bhutan mandates, i.e., minimum of 60% forest cover of the total area at all times. This strategy is relevant to this project since it would be necessary to deal with reclamation (for dump yard of excavated materials) and efforts to compensate for forest clearing and counter balance carbon emission.

11. Regulation for Environmental Clearance of Projects 2002

26. The Regulation for the Environmental Clearance of Projects 2002 outlines procedures and responsibilities for implementing and supplementing the Environmental Assessment Act, 2000 to issue environmental clearances. The NEC along with other competent authorities are agencies for administering and granting environmental clearance under the current legal framework. This regulation ensures that this project is implemented in compliance with the sustainable development policy of the government so that potential damage to the environment is mitigated and that the local community to benefit from this project. The regulation mandates establishment of an environmental unit under the project, conduct public consultation, and obtain environmental clearance within the specified period.

12. Forest and Nature Conservation Rules (FNCR) 2006

27. The updated FNCR 2006 of Bhutan specifies rules for clearing and felling of trees and blasting. Section 14 clauses 1 and 2 describe prohibitive and restrictive activities in the forest land. Section 55 outlines procedures for sourcing stone, gravel, sand, peat, and soil from the forested areas. Clause 61 1) to 5) describe various forms of prohibitions within protected areas and highlight special requirements to get green signal for specific development activity. Clause 64 provides information on activities that may impact wildlife conservation initiatives. This regulation requires obtaining of forestry clearance prior to the clearing and felling of trees and the actual operation of the mines.

13. Rules and Regulations on Occupational Health and Safety 2006

28. The Rules and Regulations on Occupational Health and Safety aims to assure safe working environment for employees at the project site. These rules and regulations are relevant during the development and operation phases of the project.

14. Waste Prevention and Management Regulation 2012

29. This regulation identifies roles of the Implementing Agency (the Thromdes) to introduce appropriate waste management system beginning from every organization level concerning collection, segregation, treatment, storage, transportation, recycling and safe disposal of solid, liquid and gaseous wastes. This regulation shall control and prohibit haphazard dumping of waste. This regulation will ensure disposal of waste at designated site and uphold initiatives to segregate, reuse and recycle.

15. The Water Regulation of Bhutan 2014

30. This regulation shall ensure the protection, conservation and management of watersheds for sustainable water supply and minimize other environmental side effects. This regulation is relevant given projects have potential to pollute water and changing of water course and also for watershed protection.

31. Aside from environmental laws and regulations, the 2004 Penal Code of Bhutan also includes a provision on environmental pollution wherein Article 409 states that a defendant shall be guilty of the offense of environmental pollution if such defendant knowingly or recklessly pollutes or contaminates the environment including air, water, and land and makes it noxious to public health and safety.

16. Thromde Rules 2011

32. This is the principle document that prescribes the working procedures of Thromdes in Bhutan through implementation of the Local Government Act of 2009, and other related acts and regulations. The rules cover on how Thromdes should be formed, managed, regulated and also covers on property valuations and assessments for pooling or compensation.

17. Bhutan Building Rules 2002

33. All constructions in the country are required to follow the Bhutan Building Rules and its various amendments. In the urban areas, building construction permits are issued based on conformity to the rules. Monitoring and eventual certification of building occupancy are also

governed by this rule. For the current project, the rules come into picture as buildings in the urban areas in particular are required to follow these rules and any plans are based off of these rules.

C. International Environmental Agreements

34. International conventions are also part of the environmental framework since Bhutan is a party to some international conventions, treaties and agreements on the principles and actions necessary for sustainable development and environmental protection. It has ratified the Convention on Biological Diversity and the United Nations Framework Convention on Climate Change (25th of August 1995). These international conventions explicitly reference the application of environmental assessment to address the effects of human activities. The Convention on Biological Diversity in particular, promotes the use of appropriate procedures requiring environmental impact assessment of proposed projects that are likely to have significant adverse effects on biological diversity.

III. DESCRIPTION OF THE PROJECT

A. Location of Subproject

35. Shechamthang (locally known as Ranibagan) is one zone or area of Sarpang Town. Sarpang Town is divided into three zones, namely, Shechamthang (Ranibagan), Sarpang Tar and Sarpang Bazaar. Sarpang is the most important Dzongkhag in the Southern Region of Bhutan. It is strategically located on the Indo-Bhutan border adjoining the Indian state of Assam. Sarpang town is one of the oldest towns in the country with access to motor roads as early as in 1950s. It is also the administrative center for the Dzongkhag and located at a distance of about 32 km to the west of Gelephu. In the past Sarpang was the seat of administration for southern Bhutan and housed the office of Commissioner, Lhotsham Chichhap. It became a Dzongkhag headquarters in late 1980s.

36. Shechamthang is situated in the northwestern part of Sarpang Yenlag Thromde, on the western side of the Sarpang Chhu.⁴ It is bounded by hills to the north and west, as well as about 3 km of the Primary National Highway from Sarpang to Tsirang. On its way around the area, the road, which is 6 m wide, climbs steadily from the bridge over the Sarpang Chhu up the hills to the north and west. There is a Food Corporation of Bhutan (FCB) depot, a Gewog office and some other government institutions in the east of Shechamthang. They are connected to the national highway by a road that was surfaced but is now quite damaged. Otherwise, there are only a few houses, scattered across the area, and unsurfaced roads.

B. Components

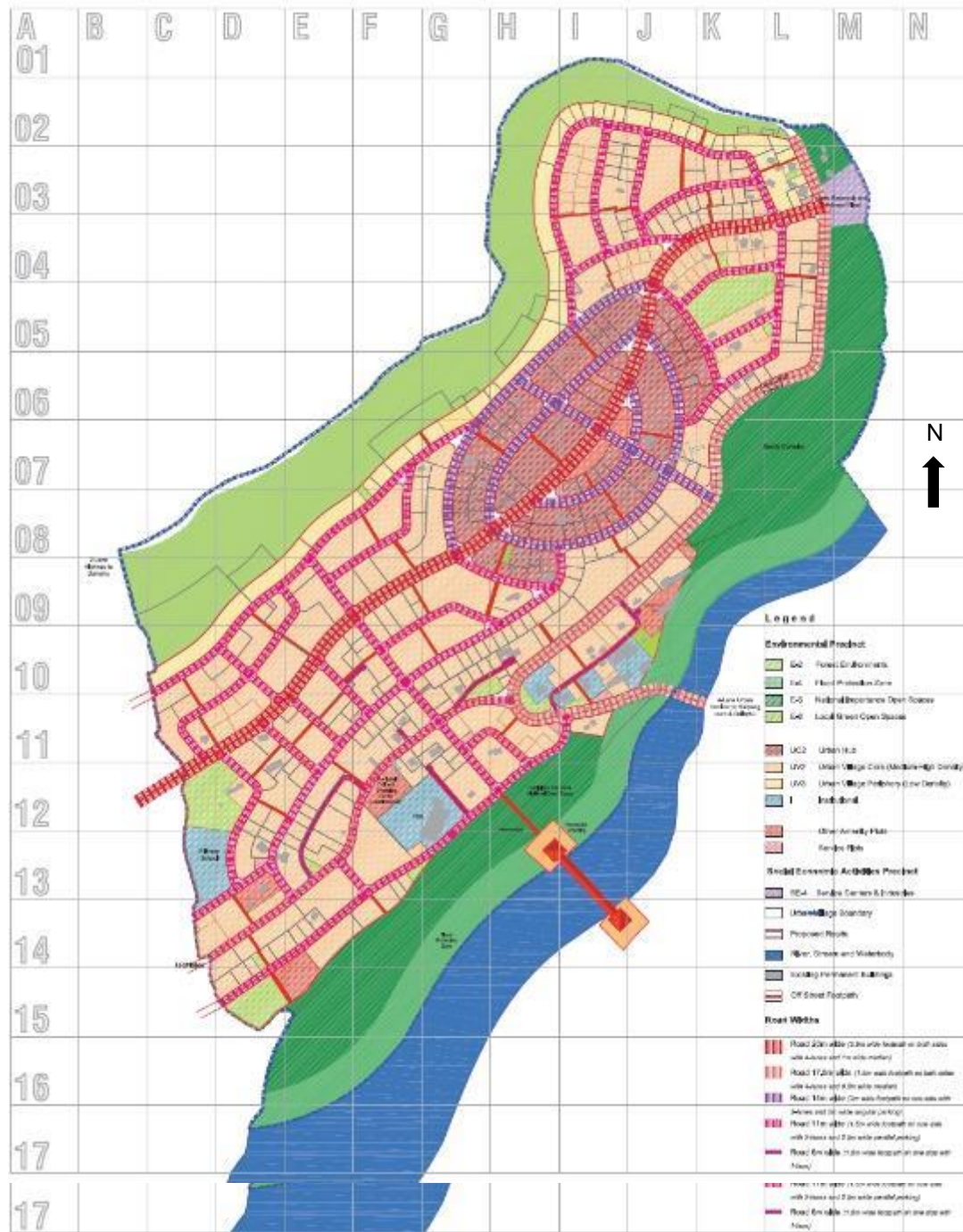
37. The subproject will have the following components: (i) construction of 1.3 kilometers (km) of primary road; (ii) construction of 2.44 km of secondary road; (iii) 1.3 km of road side drains along primary road; (iv) 4.88 km of road side drain along secondary roads; (v) construction of new drainage system with total length of 3 km; (vi) 0.35 km of offroad footpath; and (vii) 2,800 square meters (m²) of offroad surface parking area.

38. The subproject will include footpaths (roadside and off road) but will not include the final surface sealing (blacktopping) of the roads and street lighting. The roads to be constructed

⁴ Yenlag thromde means satellite town.

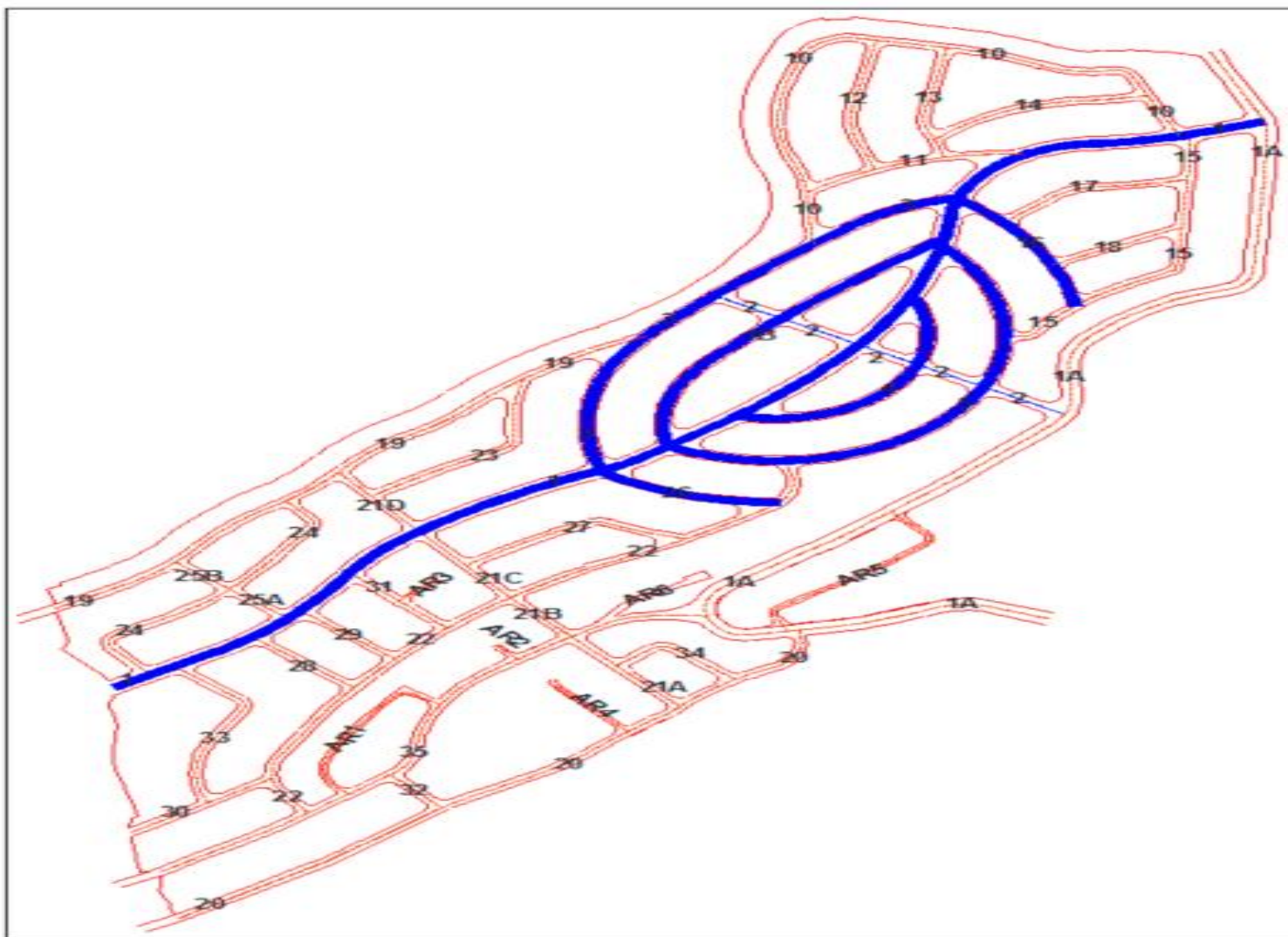
under the subproject are shown in Figure 1 and Figure 2, while the drainage layout is shown in Figure 3.

Figure 1: Road Map of Shechamthang Local Area Plan

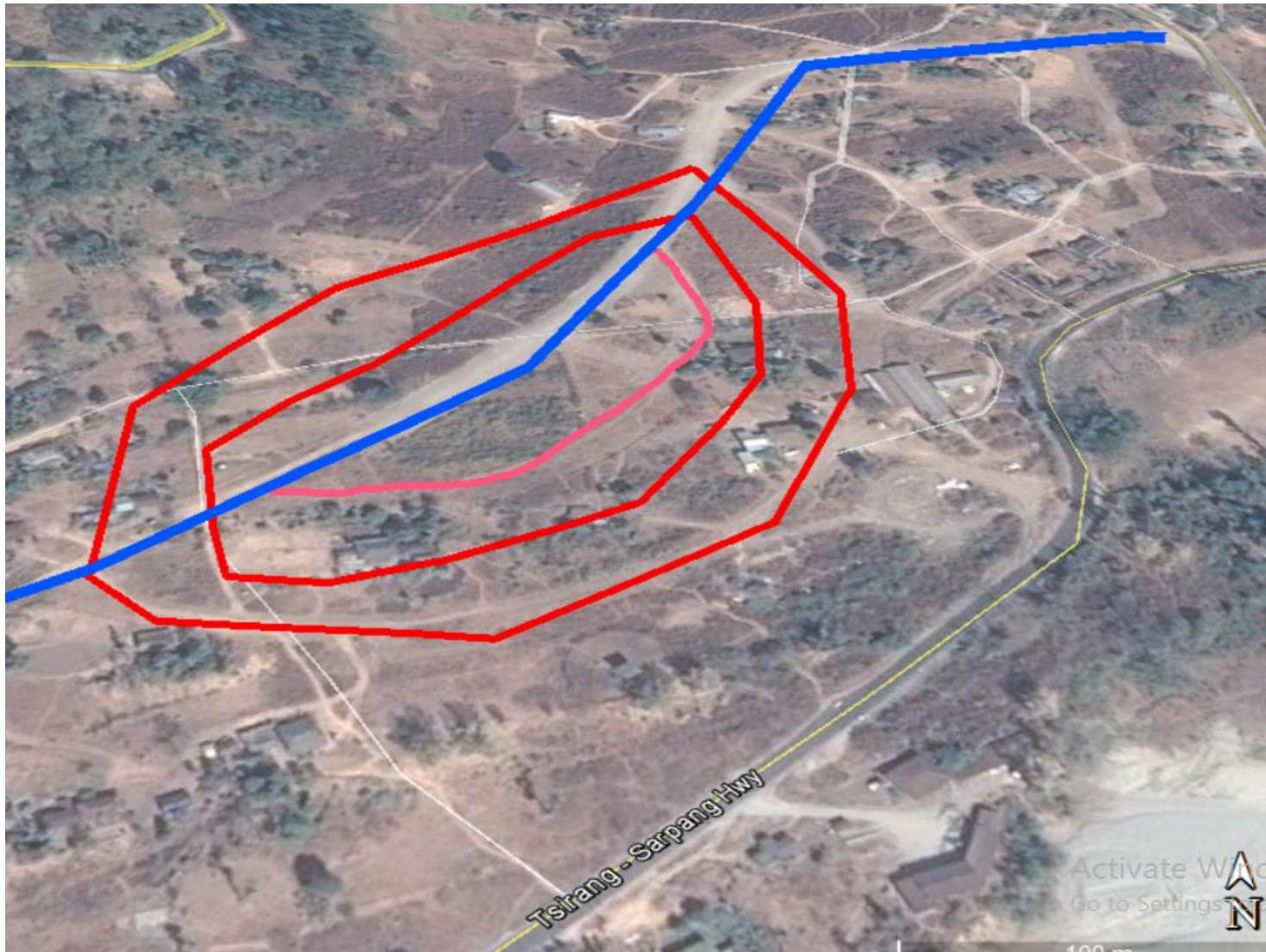


Source: Shechamthang LAP, Final Report- Volume 02

Figure 2: Proposed Road Layout and Reference Nos, Shechamthang Local Area Plan 1

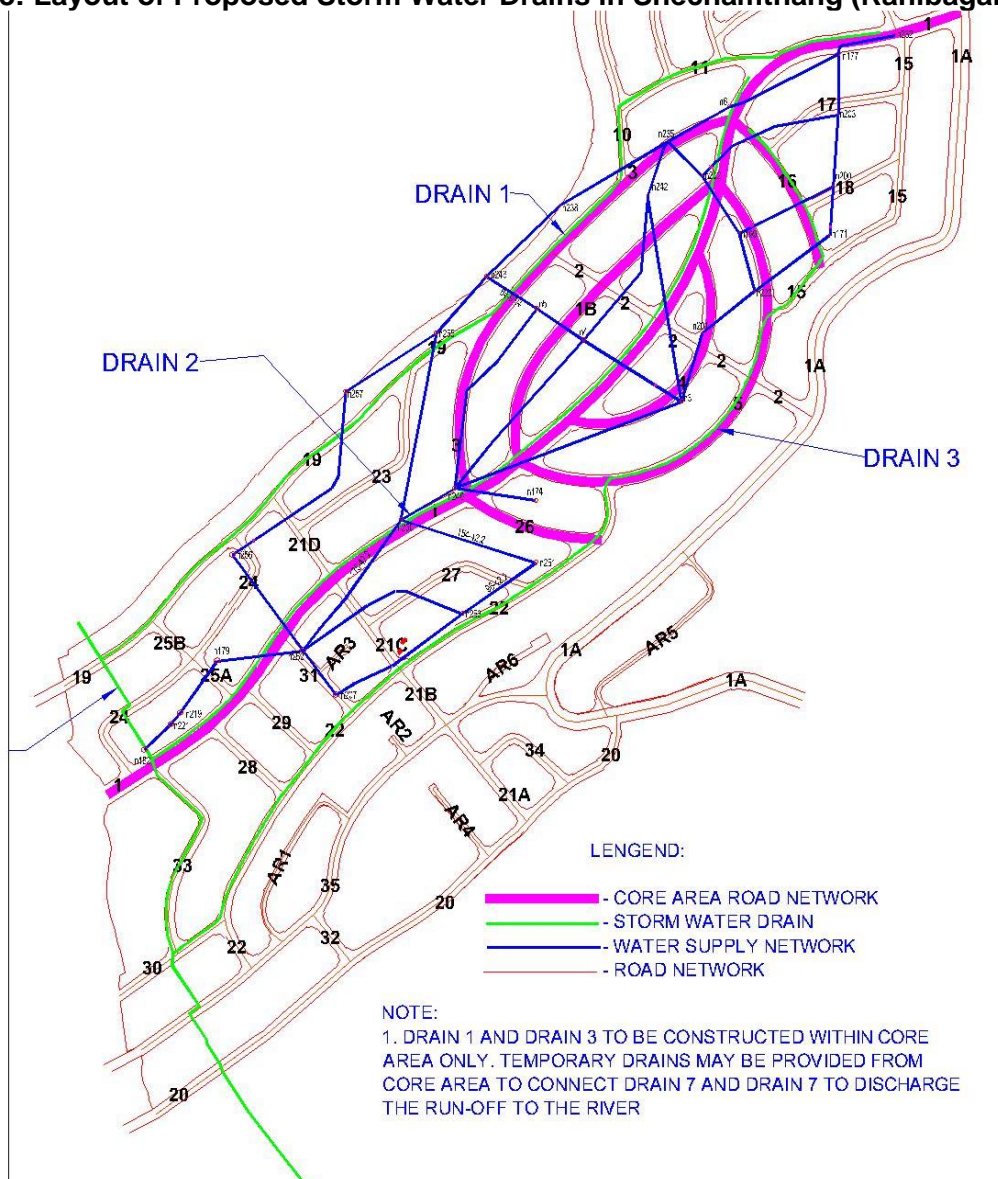


Source: TA 8551: Improved Urban environmental Infrastructure Project, adapted from Shechamthang LAP.



Source: Google Earth.

Figure 3: Layout of Proposed Storm Water Drains in Shechamthang (Ranibagan)



C. Road Construction Activities

39. Construction of the roads will require the following activities: (i) clearing of the existing roads and marking of alignments; (ii) stockpiling of materials for road construction such as sand, gravel, and soil; (iii) preparing the road beds for pavement construction; (iv) laying of pavement; and (v) cleaning and site closure of construction sites. Construction of the Shechamthang roads is scheduled to start in the fourth quarter of 2018, and is expected to be completed by first quarter of 2021. The construction works package will also include water transmission and distribution network for the Shechamthang LAP. A separate IEE has been prepared for the water supply components.

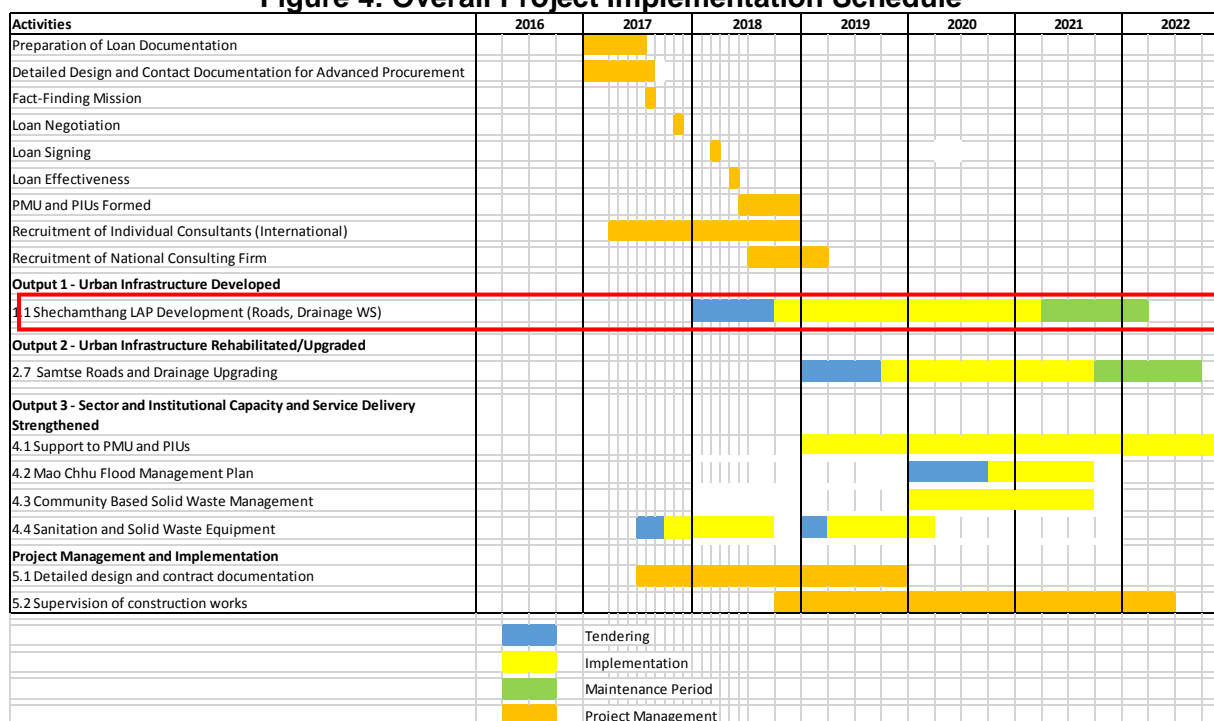
D. Operation and Maintenance of Roads

40. The proposed roads shall be operated and maintained by Sarpang municipality. Responsibility for roads within the municipality will rest on the local government and in cooperation with the Department of Roads. Routine maintenance activities include grading, grass cutting, drain clearing, pothole patching and shoulder repairs, and these will be performed at regular intervals. Periodic maintenance activities include resurfacing, and these are typically scheduled on longer intervals or periods of several years. Other maintenance activities considered to be periodic include seasonal maintenance, such as flood repairs, emergency maintenance to reinstate roads after major failures, and the regular upkeep of safety features and road signs.

E. Proposed Development Program

41. The timeline for development of urban roads with side road drains is shown below.

Figure 4: Overall Project Implementation Schedule



IV. DESCRIPTION OF THE ENVIRONMENT

42. Description of the existing environmental and socioeconomic conditions of the various subproject areas is presented in the following sub-sections:

A. Methodology Used for the Baseline Study

1. Data collection and stakeholder consultations.

43. The data for the IEE were collected primarily from the PPTA Phase 2 Interim Report,⁵ structural plans of Shechamthang (Sarpang thromde), Shechamthang (Ranibagan) Local Area Plan (LAP) document⁶ and other documents. In addition, field visit to the project sites was also carried out in February – March 2017 to collect both primary and secondary data of the project details, site information and to understand the probable impacts of the subproject components.

44. In the same period, several visits were made to assess the existing environmental conditions (physical and biological) at the project sites. A separate socioeconomic study was conducted to determine the demographic information, and other social safeguards information. Public consultations and discussions with relevant officials were also conducted at various project sites.

2. Data analysis and interpretation

45. The primary and secondary data collected from various sources have been analyzed using simple excel tools to quantify the various parameters such as benefits and impacts. For the purpose of visualization, the data from various sources are also laid out on Geographic Information System (GIS) using ArcGIS.⁷ The relevant information is presented in the succeeding paragraphs. The details of the results from the data and their interpretations are presented in the following sections.

B. Physical Resources

46. Most of the thromdes selected for the subprojects lie in southern and eastern parts of Bhutan bordering the state of Assam and West Bengal of India and two in western part of the country in the Punakha-Wangdue valley. The thromdes can be grouped according to their elevation and ecological characteristics. Trashigang (including Rangjung) represents part of the Inner Himalayas of Bhutan. While Sarpang (Shechamthang), and Samdrup Jongkhar (including Dewathang) are the thromdes in the southern lower foothills.

47. **Shechamthang is proposed as the new commercial hub of Sarpang Dzongkhag.** It is located at 26°52' N Latitude and 90°16' E Longitude. The population is spread out over an area of approximately 2.74 square kilometres (km²). At present, the area could be characterized as an agglomeration of scattered pockets of residential, institutional and administrative settlements, each with varying population and density patterns. Only 12 families are currently resident in the core area. Shechamthang is on the Tsirang-Gelephu Highway about 30 km west of Gelephu. Sarpang Dzongkhag is south east of Tsirang, south of Wangdue Phodrang and Trongsa and west of Zhemgang.

C. Geology and Geomorphology

48. The Bhutan Himalaya can be tectonically divided into three east west trending belts:

⁵ ADB PPTA 8551-BHU: Improved Urban Environmental Infrastructure Project. October 2016.

⁶ MOWHS and APEC. 2011. Shechamthang (Ranibagan) Local Area Plan. Thimphu.

⁷ The GIS layers and Mapping base are from National Atlas of River Basins and Water Infrastructure in Bhutan, ADB TA 8623 BHU: Adapting to Climate Change through IWRM March 2016, NEC Bhutan and ADB.

- (i) The southern frontal belt, which includes the lesser Himalaya and the foothills (Siwalik);
- (ii) The central crystalline belt, which includes greater Himalaya and the lesser Himalaya; and
- (iii) The Tethyan belt, which includes portion of the greater Himalaya and portion of lesser Himalaya.

49. The southern frontal belt borders with India in the south and comprises a very narrow strip of Tertiary Siwalik rocks represented by sandstone, mudstone, siltstone and boulder conglomerates. The Lesser Himalaya north of the Main Boundary Fault/Thrust (MBT) is represented by the rocks of Permian-Paleozoic formations. These formations from south to north are the Damuda, Buxa Group and the Shumar.

50. Damuda Formation consists of sandstones, shale with coal seams, feldspathic quartzite and carbonaceous shale Buxa Group consists of dolomite, variegated quartzite and conglomerates represented by different formations like Jainti, Manas, Phuentsholing and Pangsari.

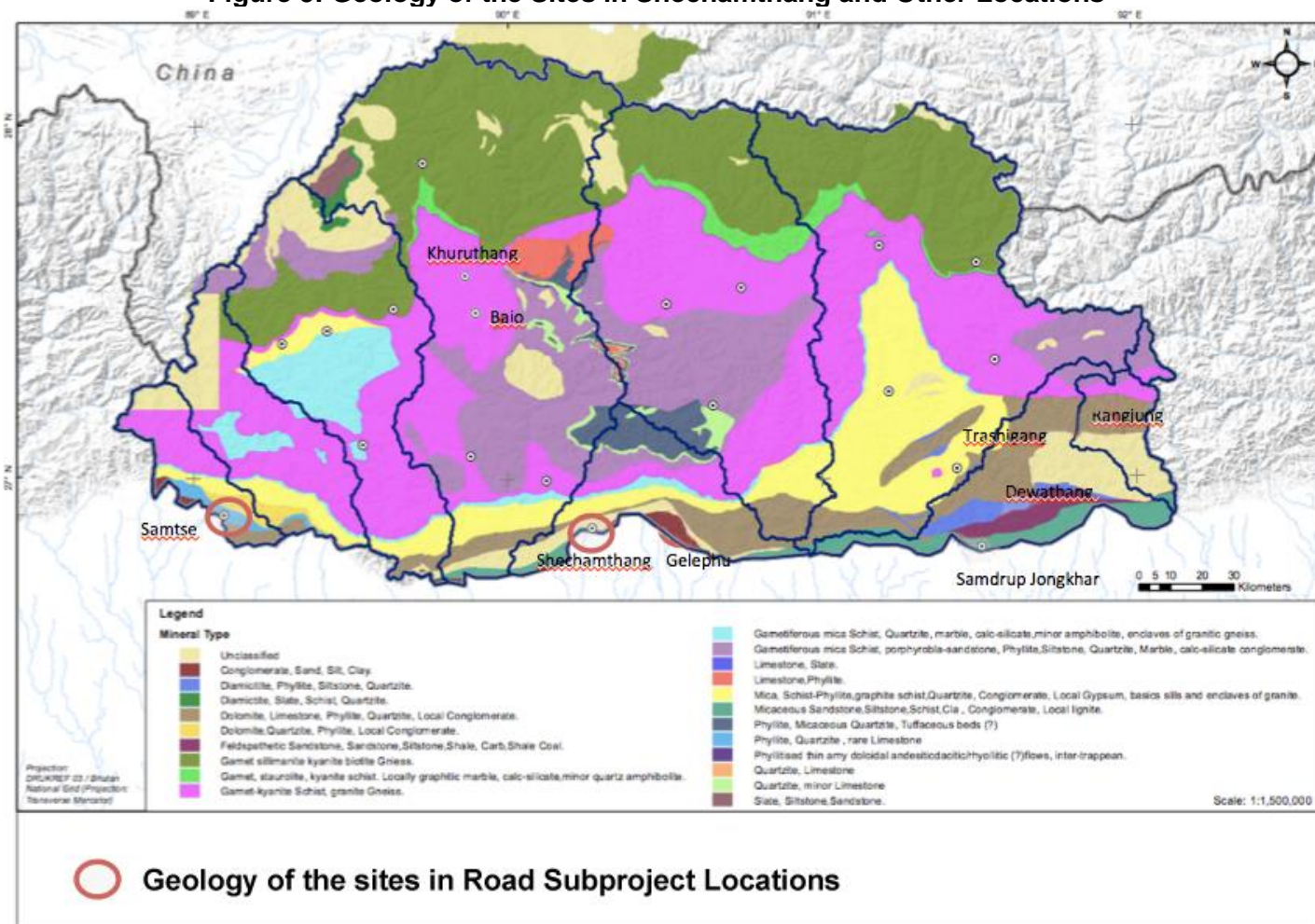
51. Shumar formation consists of meta-sedimentary rocks represented by phyllite, micaceous quartzite with rare limestone bands.

52. The central Crystalline Belt over thrusts the southern frontal belt through the Main Central Thrust (MCT). This belt covers most of the Bhutan's Himalayan area, represented by high grade metamorphic and intrusive rocks of Paro-Thimphu group (Pre-Cambrian to Tertiary). Rocks of Paro are represented by quartzite, quartz-mica schist, marble, calcisilicate and graphitic schist while rocks of Thimphu are represented generally by granite, gneiss, migmatites and occasionally by granite-mica schist, feldspathic schist and amphibolite.

53. The Tethyan Belt covers portions of Northern Higher Himalaya range, Crystalline Belt of the central and eastern part of Bhutan Himalaya. It consists of various rock information's and is represented by sedimentary rocks (Pre-Cambrian to Cretaceous) intruded by Tertiary granites. The main rock types of this belt are shale, phyllite, slate, calcareous phyllite, quartzite and limestone with intrusive granite.

54. The geology of the specific subproject locations is shown in Figure 5.

Figure 5: Geology of the Sites in Shechamthang and Other Locations⁸



⁸ Map taken from ADB TA 8551-BHU: Improved Urban Environmental Infrastructure Project.

55. The most prominent features of the area geology of Shechamthang are Mica, Schist-Phyllite schist, Quartzite and Granite.

D. Seismology⁹

56. Bhutan is prone to a number of natural hazards due to fragile geological conditions, steep sloping terrain, great elevation differences, variable climatic conditions and active tectonic processes taking place in the Himalayas. There is no detailed seismic micro-zonation of the country. However, since the north-eastern parts of India (next to Bhutan) fall under seismic zone V (seismically most active), it can reasonably be assumed that Bhutan is contiguous with this zone and either in seismic zone IV or V. Hence, there is a threat of a significant earthquake. However, considering the small nature of road works under the subproject, geohazard risk is not significant. Design of road networks ensures that structures withstand seismic events and landslides.

E. Soil

57. Soil types are greatly influenced by the nature of surface material formed from different kinds of nature processes such as glacial and peri-glacial deposition, colluvium, debris flows, river alluvia and windblown material. General trends are increase in leaching, acidification and podzolisation with increase in altitude together with slower decomposition and greater accumulation of organic matter.

58. As per the Food and Agriculture Organization soil classification 2003, the most dominant soil type in Sarpang, including Shechamthang is DystricCambisols, followed by DystricRegosols. In the upper catchment the soil is OrthicAcrisols. The DystricCambisols, though less fertile, are used for (mixed) arable farming and as grazing land. Cambisols on steep slopes are best kept under forest; this is particularly true for Cambisols in highlands¹⁰.

F. Topography

59. Topographical features of the country comprise of the High Himalayas in the northern region with many peaks and plateaus, north-south running ranges and deep valleys in the central region called the inner Himalayas, and foothills in the south of the country. The country extends some 300 km east west and 100 km north-south crow fling distance with elevation ranges from 100-7000 metres above sea level (masl).

60. Shechamthang is situated at the foot of the Himalayas and has relatively flat terrain. The average altitude of the area is around 300 masl. The Sarpang Chhu runs between the remnants of the Sarpang Bazaar and Shechamthang Area. It falls under the lower foothills of Bhutan.

G. Hydrology

61. Bhutan has four major river basin management systems: the Drangmechhu; the Mangdechhu; the Punatsangchhu; and the Wangchhu.¹¹ Each flows swiftly out of the

⁹ Source: Initial Environmental Examination report for the Paskaha Access Road and Alay Land Customs Station under the Bhutan SASEC Road Connectivity Project. March 2014.

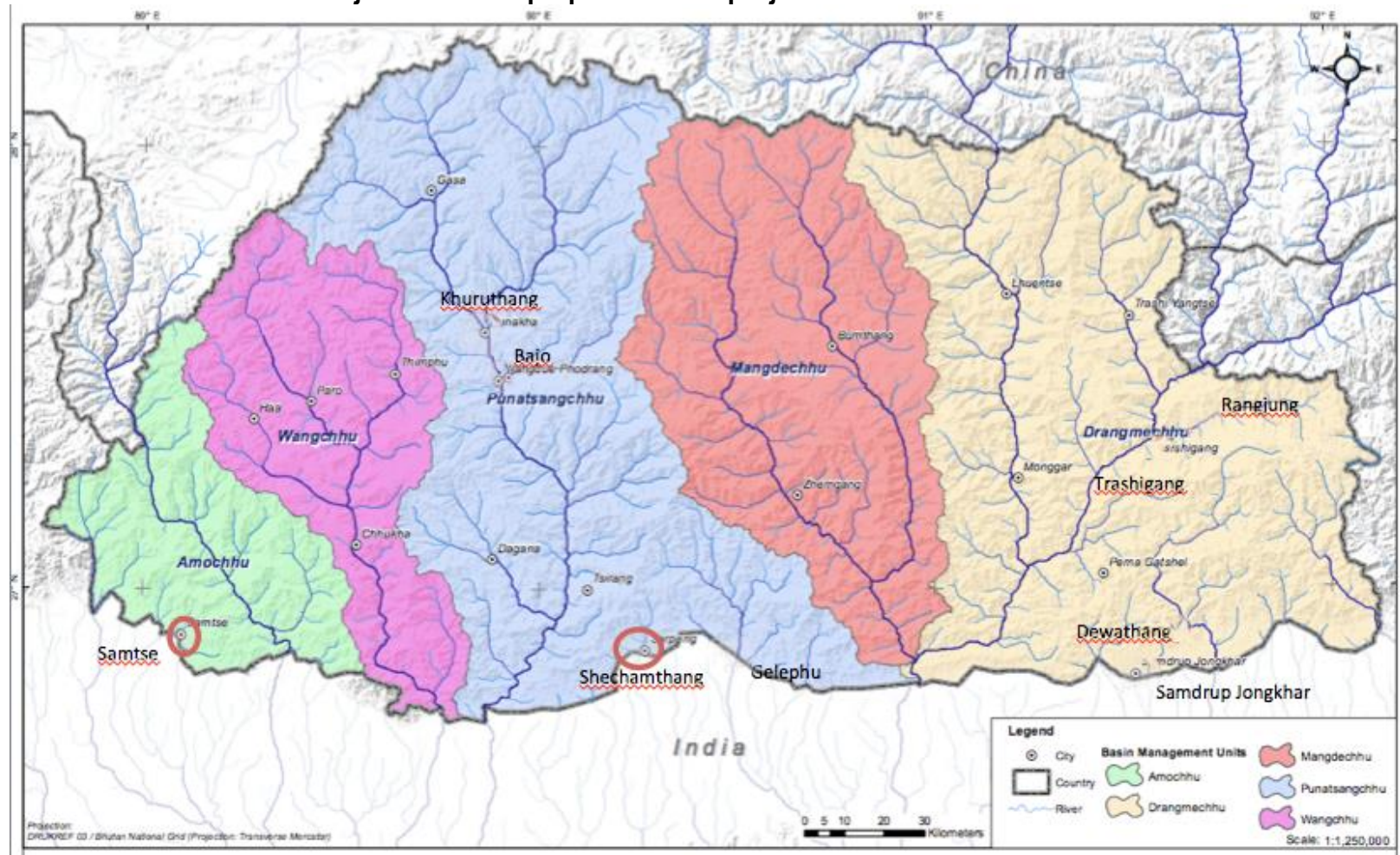
¹⁰ Food and Agriculture Organization of the United Nations. 2001. *Lecture Notes on the Major Soils of the World*. Rome. <http://www.fao.org/docrep/003/y1899e/y1899e08.htm>.

¹¹ National IWRM Plan for Bhutan, NECS. ADB CDTA – Adapting to Climate Change Through Integrated Water Resources Management.

Himalayas, southerly through the Duars to join the Brahmaputra River in India. Figure 6 shows the subproject locations in relation to major river system of Bhutan.



Figure 6: Shechamthang subproject location and other subproject locations under Secondary Towns Urban Development Project and other proposed urban projects and the River Basins¹²



¹² Map taken from ADB TA 8551-BHU: Improved Urban Environmental Infrastructure Project.

62. The Sarpang Chhu runs between the remnants of the Sarpang Bazaar and Shechamthang Area. It falls under the Punatsangchhu river basin, while the sub-basin is the Sarpangchhu sub-basin. The eastern boundary of the Shechamthang LAP is indeed the Sarpangchhu river itself.

H. Climate

63. With the data from Department of Hydro-Meteorological Service, a rainfall map of Bhutan had been produced. Annual rainfall map of Bhutan is shown in Figure 7 which is followed by rainfall in the project locations on monthly basis. The maximum rainfall is in the southern foothills with total annual rainfalls of 3,000- 5,700 millimeters (mm) shown in dark yellow colours. The least rains are in the inner Himalayas with annual rainfall of 500-1,500mm. Rainfall pattern is shown in Figure 8.

Figure 7: Average Total Annual Rainfall across Bhutan

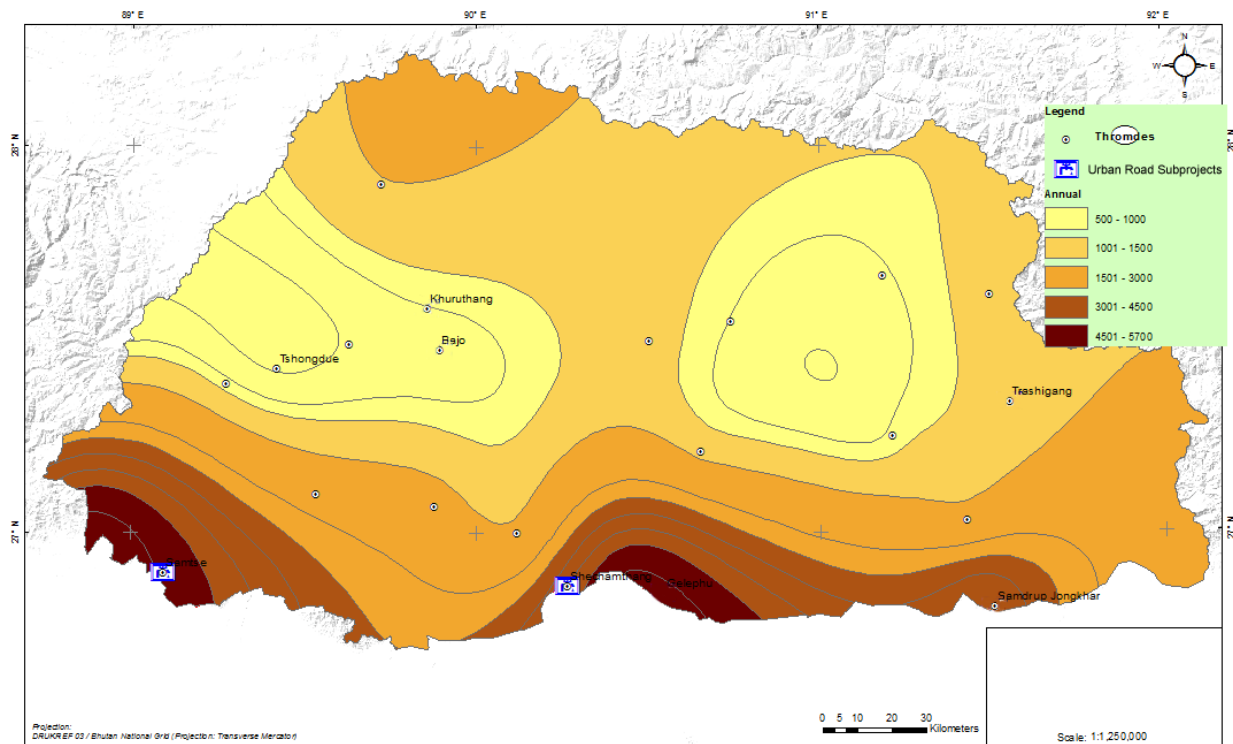
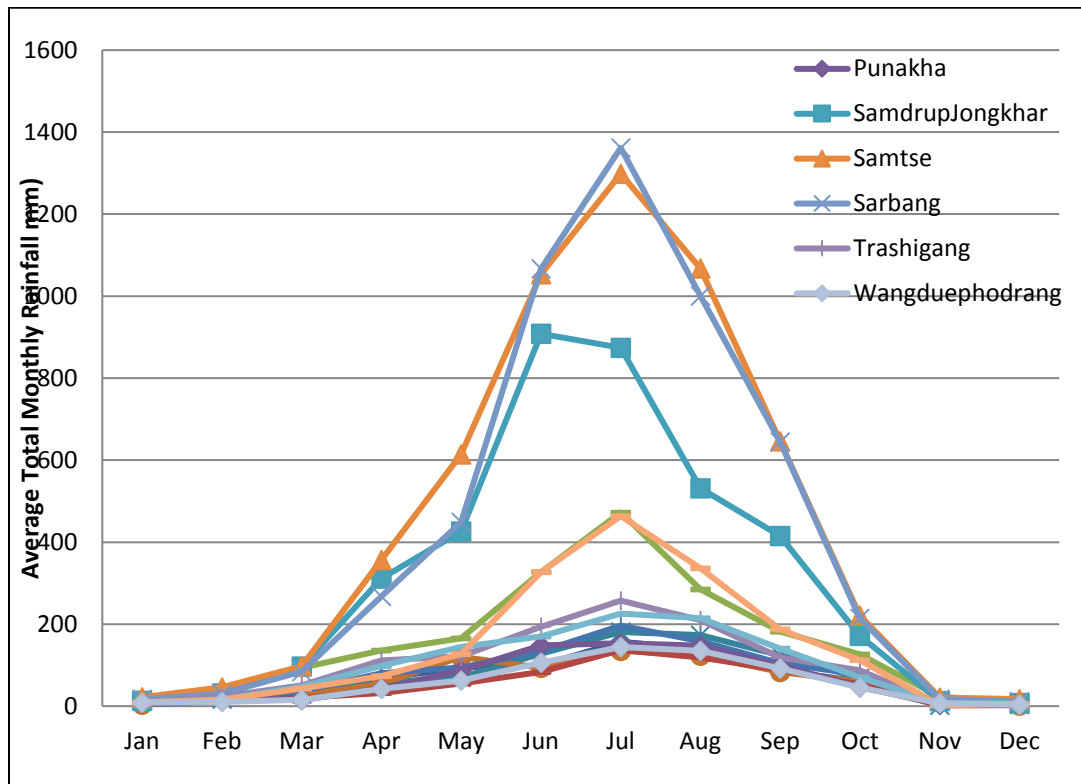
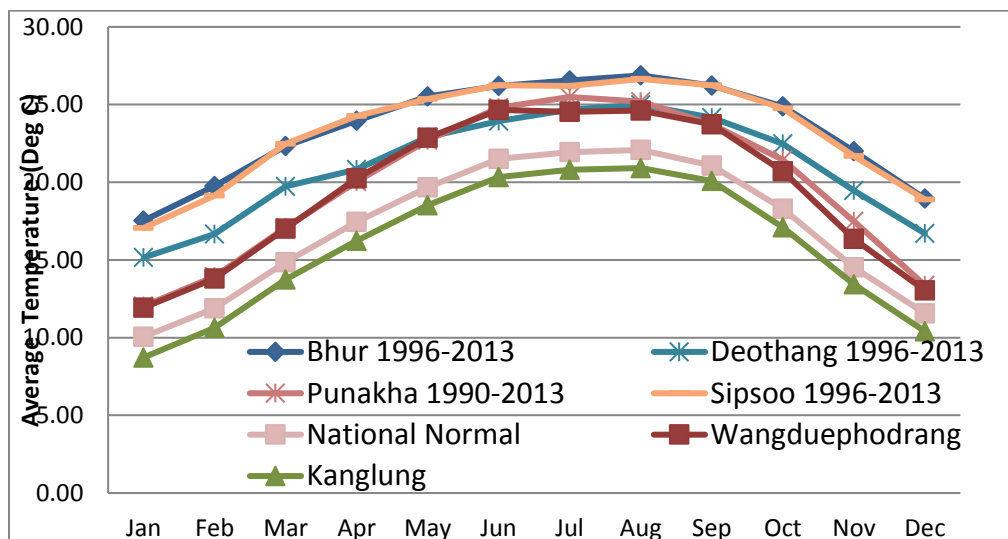


Figure 8: Rainfall Pattern in the Subproject Locations



64. The temperatures at the subproject locations are plotted in Figure 9. The hottest month is July- August all across the country, while the cold months are January, February, November, and December. Bhur representing Gelephu and Sarpang, and Sipsoo representing Samtse are the warmest (Average monthly minimum temperatures of about 17°C and maximum of 27°C). Kanglung, representing Trashingang and Rangjung is coldest among the subproject areas (Average monthly minimum temperatures of about 9°C and maximum of 21°C).

Figure 9: Temperature Pattern at the Subprojects' Locations



65. **Air Quality and Noise.** There are no available air quality data specific to the areas where subproject components will be constructed. However, indicative sound levels were measured using mobile devices. Average noise level for the subproject location as reflected in Table 3 is well within the national limit for mixed area (Ld-65dBA and Ln-55dBA). No subproject component will be located in any industrial zone. Table 4 illustrates the Noise Level limits from the NEC's Environmental Discharge Standard 2010.

Figure 10: Noise Level Measurements at Site

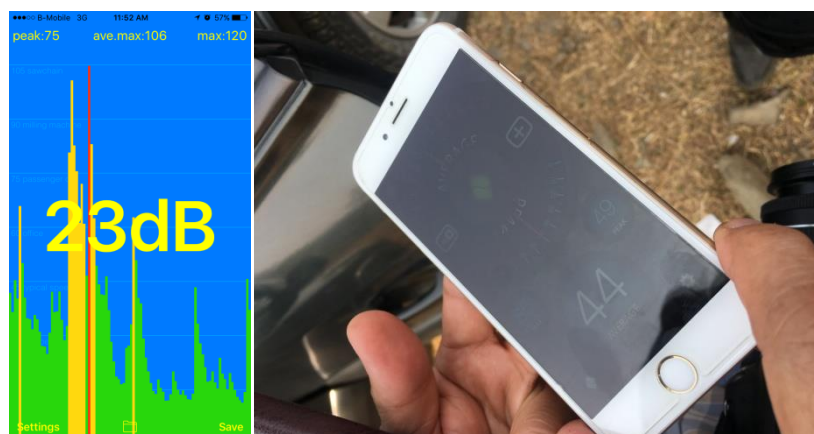


Table 3: Noise and Air Quality Data in the Subproject Sites^a

Thromdes	Noise (dBA) ^b		Air Quality (µg/m ³)				CO
	Max	Avg	TSPM	PM10	SOx	NOx	
Shechamthang (Ranibagan) and Sarpang Tar (Sarpang)	44	23					
Gelephu (Sarpang)	119	36					
Trashigang	200	45	43.7	40.6	BDL	BDL	BDL ^c
Rangjung	188	25	71.05	87.75	BDL	BDL	BDL
Dewathang	123	33					
Samdrup Jongkhar	110	24					
Samtse (Samtse)	177	47					
Kuruthang	191	56					
Kabesa (Punakha)	186	48					
Bajo (Wangdue)	111	26					
	89	22					

^a Noise level measurement taken at daytime on 7 December 2016 during the Tshechu Festival.

^b Measurements at site using dB Meter, Dmitriy Pushkarev.

^c Source: ADB, Royal Government of Bhutan ATCEP-AF Project, IEE, March 2016.

Table 4: Noise Level Limits, Environmental Discharge Standard 2010

Location	Day	Night
Industrial area	75 dBA	65 dBA
Mixed area	65 dBA	55 dBA
Sensitive are	55 dBA	45 dBA

dBA = A-weighted decibel.

66. The air quality data from two subproject sites under STUDP were collected. Total suspended particulate matter (TSPM) and PM10 levels were below the National Ambient Air Quality Standard for mixed area provided in the Environmental Discharge Standard 2010, NEC. Whereas, SO_x, NO_x and CO are below the detection limit, which indicate that the ambient air qualities are good for the two sites. Prior to subproject implementation in Shechamthang, ambient air quality will be determined and will be monitored regularly based on the environmental management plan described in this IEE. The national standard on air quality is in Table 5 below.

Table 5: Ambient Air Quality Standards (Maximum Permissible Limits
(µg/m³)

Parameter	Industrial Area	Mixed Area*	Sensitive Area**
<i>Total Suspended Particulate Matter</i>			
24 Hour Average	500	200	100
Yearly Average	360	140	70
<i>Respirable Particulate Matter (PM 10)</i>			
24 Hour Average	200	100	75
Yearly Average	120	60	50
<i>Sulfur Dioxide</i>			
24 Hour Average	120	80	30
Yearly Average	80	60	15
<i>Nitrogen Oxides</i>			
24 Hour Average	120	80	30
Yearly Average	80	60	15
<i>Carbon Monoxide</i>			
8 Hour Average	5000	2000	1000
1 hour Average	10000	4000	2000

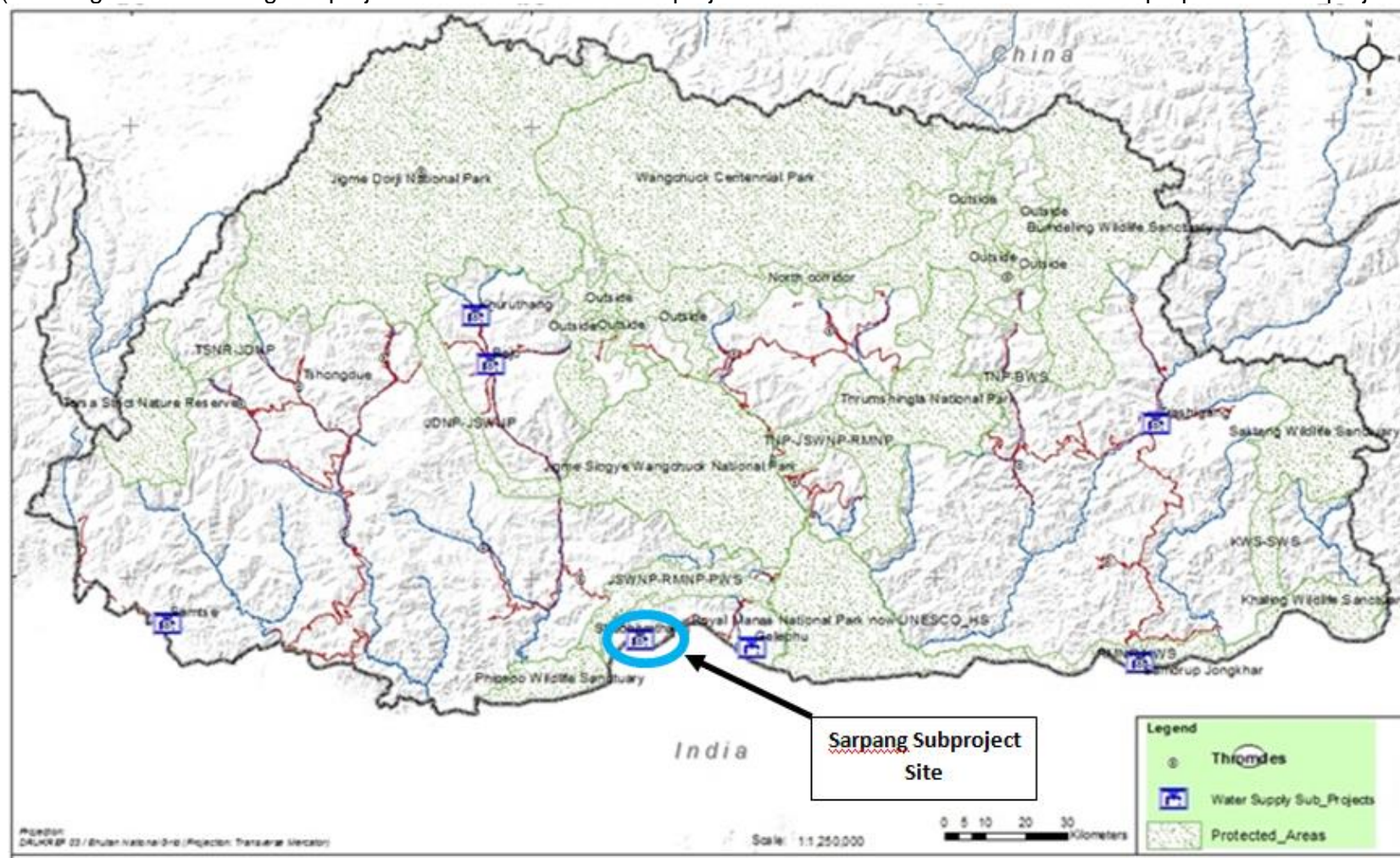
* Mixed Area means area where residential, commercial or both activities take place.

** Sensitive Area means area where sensitive targets are in place like hospitals, schools, sensitive ecosystems.

I. Ecological Resources

67. Protected areas in Bhutan cover about 51% of the land as shown in Figure 11. It is confirmed that locations of Shechamthang subproject components and all other subprojects under STUDP are not within any of the protected areas of Bhutan. All subprojects are located in urban and built up areas, which are not part of protected areas of the country.

(Showing Shechamthang Subproject Location and Other Subproject Locations Under STUDP and other proposed urban projects)



1. Flora and Fauna Resources within Shechamthang (Sarpang Thromde) and other STUDP Subproject Sites

68. No endangered or protected plant species as listed in Schedule I – Forest and Nature Conservation Rules of Bhutan (2000) is observed or reported in all the subproject sites. Some of the plant and animal species found at the subproject district which is huge area (that only indicates the general location and type of biodiversity) are shown in Table 6. Although found to be wandering within the district, the golden langur (see Table 7) in particular, do not stay at or around the subproject sites.

Table 6: Flora Species in Shechamthang and other Subproject Sites under Secondary Towns Urban Development Project

Local Name	Scientific Name
Alnus	<i>Alnus nepalensis</i>
Ambokay	<i>Monkey fruit tree</i>
Amliso	<i>Thysanolaena latifolia</i>
Amliso	<i>Thysanolaena Maxima</i>
Bamboo	<i>Bambusoideae</i>
Banana	<i>Musa xParadisiaca</i>
Beetle Nut	<i>Areca nut</i>
Bhalayo	<i>Rhusgriffthii</i>
Broom stick	<i>Cytisus Scoparious</i>
Chap	<i>MicheliaChampaca</i>
Cherata	<i>Swertia Chirayaita</i>
Chest nut	<i>Castanea Fagaceae</i>
Chilauney	<i>Schima Wallichii</i>
Chir pine	<i>PinusRoxburghii</i>
Chuletro	<i>Brassiopsis hainala</i>
Fern	<i>Dryopteris Cocheata</i>
Fern Tree	<i>Pteridophytes</i>
Gogan	<i>Sauravia Nepalinsis</i>
Gokul dhop	<i>CanariumSikkimenis</i>
Guras	<i>Rhododendron</i>
Jack fruit	<i>Artocorpus heterophyllus</i>
Kabro	<i>Ficus Lacor</i>
kadam	<i>Anthocephalus Kadamba</i>
Kamlee (grass)	<i>Pilea Symmeria</i>
Katus(Oak)	<i>Castanopsis Indica</i>
Khanayo	<i>Ficus semicordata</i>
Lampatey	<i>Terminalia Myrocarpa</i>
lemon	<i>Citrus Medica</i>
Litchi fruit	<i>Nephelium lappaceum</i>
Malato	<i>Macaranga spp</i>
Male shield fern	<i>Dryopteris filix-Mas</i>
Malota	<i>MacarangaPustlata</i>
Malota	<i>Macaranga spp</i>
Mango	<i>Magnifera indica</i>
Mauwa	<i>Engelhardia spicata</i>
Morongay (Poinious Plant)	<i>Anarcardiaceae</i>
Nebaro	<i>Ficas rosenbergii</i>
Oak	<i>Quercus</i>
Pakasaj	<i>Rerminalia crenulata</i>

Local Name	Scientific Name
paksaj	<i>Terminalia tomentosa</i>
Panax Ginseng	<i>Panax Quinquifolious</i>
Phaledo	<i>Erythrina Indica</i>
Piple	<i>Populus Ciliata</i>
Rasp berry	<i>Rubus Pentagunus</i>
Sal	<i>Shorea Robusta</i>
Sethi Kath	<i>Sethi kath</i>
Setikath	<i>Endospermum chanensis</i>
Seto siris	<i>Albezza procera</i>
Simal	<i>Bombax ceiba</i>
Simal	<i>Bombacaeae</i>
Siris	<i>Albizia lebbek</i>
Sisnu (Himalayan nettle)	<i>Girardina diversifolia</i>
Sunakhari	<i>Epiphylic Orchid</i>
Teak	<i>Tectona Grandis</i>
Thakal	<i>Cycas peetinate</i>
Thootne	<i>Ficas hipsida</i>
Titaypati	<i>Artemisia plant</i>
Tooni	<i>Cendrela febrifuga</i>
Tooni	<i>Toona ciliate</i>
Tooni	<i>Cendrela febrifuga</i>
tree Fern	<i>Cythea</i>
Utis	<i>Alnus Nepalis</i>
Wild banana	<i>Muas Paradisica</i>

Table 7: Some Fauna Species in Shechamthang and Other Subproject Sites under Secondary Towns Urban Development Project

English Name	Scientific Name
Golden langur	<i>Trachypithecus geei</i>
Rofous Necked Hornbill	<i>Bucerosbicornis</i>
Rofous bellied hawk Egle	<i>Lophotriorchis</i>
common leopard	<i>Panthere Pardus</i>
Barking Dear	<i>Indian Muntajac</i>
Goral	<i>Naemorhedus baileyi</i>
common pythons	<i>Pythonidae</i>
Leeches,	<i>Hirudinea</i>
Common lizard	<i>Zodiac vivipara</i>

69. Shechamthang is a dry land with very few vegetation. There are only a few trees that will be impacted by the subproject.

2. Avifauna in Shechamthang and Other Subproject Areas Under STUDP

70. The subtropical forests of Sarpang, Gelephu and Samtse are rich in birds and mammals. Mammals such as elephant, barking deer, rhesus macaque, Bengal fox, hares, jungle cat etc inhabit the area. Elephant which known to occasionally visit the areas are totally protected under Schedule I of FNCA and is categorized as endangered in the International Union for Conservation of Nature (IUCN) red list. The sub-tropical forest along the foothills up to 1200m is

the richest in bird species. The list of birds that are found the project area is provided in the table below based on historical data.

71. In the slightly colder, cool broadleaved forests of Trashigang, Punakha and Wangdue Phodrang mammals such as Assamese Macaque, wild boar, barking deer, goral, Himalayan Serow, Sambar, leopard etc. are known to inhabit the areas further away from the human habitation. Leopard is protected species under schedule I of FNCA but it is categorized as lower risk under IUCN categorization. But none of the endangered and classified species are found around the project sites as the project areas are in habituated semi - urban areas. The list of birds that are found the project area is provided in the table below based on historical data.

Table 8: Avifauna in Project Areas

Scientific Name	Common Name	Inner	South	FNCA Status	IUCN Status
<i>Aceros nipalensis</i>	Rufous-necked hornbill		√	Protected	Vulnerable
<i>Buceros bicornis</i>	great hornbill		√	-	Near Threatened
<i>Pavocristatus</i>	Indian peafowl		√	-	Least Concern
<i>Chaimarrornis leucocephalus</i>	white-capped water redstart	√	√	-	-
<i>Garrulax albogularis</i>	White-throated Laughing thrush	√			
<i>Garrulax leucolophus</i>	white-crested laughing thrush	√	√	-	-
<i>Pomatorhinus erythrogenys</i>	rusty-cheeked scimitar babbler	√	√	-	-

FNCA = Forest and Nature Conservation Act, IUCN = International Union for Conservation of Nature.

Note: Area Inner – Inner Himalayas (Punakha, Wangdue, Trashigang), South – Sarpang, Gelephu, Samdrup Jongkhar, Samtse.

J. Economic Development

1. Income and Expenditures

72. As an urban project the general beneficiaries of the projects are the urban populace who are mostly into business. Other residents are working for the various services and public sectors in the areas. The income and expenditure of respondent households in Shechamthang and other locations of subprojects under STUDP were determined and are shown in Table 9. Incomes range from Nu5,913 in Rangjung to Nu40,016/month in Dewathang (part of Samdrup Jongkhar thomde). Similarly, expenditures range from the lowest of Nu9,261/month in Rangjung to highest of Nu32,736/month in Bajo/Wangdue. In particular, figures for Sarpang is at lower range with monthly household income of Nu13,938 and monthly household expenditure of Nu13,251. There is a wide variation between the towns which may be explained by the randomness of the survey. Incomes are relatively high in almost all towns compared to rural areas across the country as the survey work was targeted primarily in urban centers mainly with the business community and working families.

Table 9: Income and Expenditure of Respondent Household Heads

Town	Monthly Household Income (Nu/month)	Monthly Household Expenditure (Nu/month)
Sarpang	13,938	13,251

	Monthly Household Income	Monthly Household Expenditure
Town	(Nu/month)	(Nu/month)
Paro	50,624	25,931
Punakha	29,490	30,634
Samtse	34,695	11,836
Gelephu	58,881	24,715
SamdrupJongkhar	38,640	17,156
Dewathang	40,016	10,029
Trashigang	28,187	15,624
Rangjung	5,913	9,261
Bajo	73,528	32,736

Source: Poverty and Social Analysis (PSA) Survey 2015-2016, conducted under TA 8551-BHU.

73. Poverty is usually defined as an income that is inadequate to meet the minimum expenditure associated with the maintenance of a family. Since the Poverty and Social Analysis (PSA) survey was carried out in core urban town area, the Poverty rate per month per Person is way above than the total poverty line of Bhutan in 2017 which stands at Nu2,195.95 per person per month of which the food poverty line is Nu1,473.45/person/ month while the non-food allowance is Nu722.5/person/month.¹⁴

2. Educational Institutions and Services

74. Literacy rates for each of the project towns under STUDP, including Shechamthang (Sarpang), are shown below in Table 10. The literacy rate for Sarpang is 85.63% and for females is 68.69% Literacy rates for major secondary towns listed below fall within the range of 35% to 85%, although the small, largely rural town of Pam has much lower rates of literacy as could be expected.

Table 10: Literacy Rates for Project Towns

Town	Literacy Rate (%)		
	Male	Female	Total
Sarpang	85.63	68.69	77.54
Paro	82.93	67.18	76.30
Punakha	89.89	81.63	85.95
Samtse	83.77	65.19	74.20
Gelephu	78.36	59.86	70.53
Samdrup Jongkhar	83.95	60.74	74.51
Dewathang	73.19	50.55	62.54
Trashigang	84.58	67.83	76.95
Rangjung	73.0	60.32	71.24
Pam	28.96	42.22	35.35
Bajo	79.74	61.00	71.57
Overall	81.11	63.81	73.12

Source: PSA 2015–2016.

3. Health Infrastructure and Services

75. Health in Bhutan is one of the government's highest priorities in its scheme of development and modernization. As a component of Gross National Happiness (GNH),

¹⁴ 2017. National Statistics Bureau, *Poverty Analysis Report*. Thimphu.

affordable and accessible health care is central to the public policy of Bhutan. The Constitution of Bhutan ensures a "safe and healthy environment," by providing "free access to basic public health services" in both modern and traditional medicines. As of 2013, there were 32 hospitals across Bhutan and most Dzongkhags are facilitated with at least one hospital, except for Gasa. There are also smaller medical facilities available in each dzongkhag such as basic health unit and outreach clinic.

76. Presently, there are referral hospitals, district hospitals, basic health units and outreach clinics in Bhutan. The emergency cases are usually referred to the referral hospital either in Thimphu in western Bhutan or in Mongar which is situated in the eastern Bhutan. Shechamthang (Sarpang) and other subproject locations under STUDP are in the Dzongkhag centers and have district hospitals in the vicinity. The list of facilities is shown in Table 11.

Table 11: Medical Facilities in Project Towns

Thromde	Nearest Hospital, Distance
Sarpang	Sarpang District Hospital, <2km
Paro	Paro District Hospital, <3km.
Punakha	Punakha District Hospital, <5km.
Samtse	Samtse District Hospital, <2km.
Gelephu	Gelephu Regional Hospital, Within Thromde
Samdrup Jongkhar	Samdrup Jongkhar District Hospital, <2km.
Dewathang	Deothang Hospital, <1km
Trashigang	Trashigang District Hospital, <2km.
Rangjung	Rangjung BHU <2 km.
Bajo	Wangdue district Hospital, <5km

4. Basic Amenities and services

77. Shechamthang (Sarpang) has existing road networks and is located strategically along Tsirang-Sarpang highway. It draws electricity supply from the national grid and water from existing water supply infrastructure that is the focus of both Shechamthang and Sarpang subprojects under STUDP.

5. Market

78. Shechamthang (Sarpang) has an existing or planned urban center with few commercial activities. The market such as weekend vegetable market is observed to be open once a week, although vegetables are always available throughout the week. This is due to excellent farm-to-market roads and transport facilities set up by the government. However, this situation may not hold true during monsoon season due to frequent road obstructions.

6. Demography

79. Sarpang is the most important Dzongkhag in the Southern Region of Bhutan. It is strategically placed on the Indo-Bhutan border adjoining the Indian state of Assam. It is also one of the oldest towns in the country with access to motorable roads as early as in 1950s. The administrative center for the Dzongkhag is also at Sarpang Tar and the big urban center of Gelephu which is at a distance of about 32 km to the west. In the past Sarpang was the seat of administration for southern Bhutan and housed the office of Commissioner, Lhotsham Chichhap. It became a Dzongkhag headquarters in late 1980s. Sarpang town presently accommodates a population of 4,000 inclusive of Shechamthang. The population is spread out

over an area of approximately 2.74 km². The overall population of Sarpang Dzongkhag is 34,426 within 12 Gewogs.¹⁵ The area at present could be characterized as an agglomeration of scattered pockets of residential, institutional and administrative settlements, each with varying population and density patterns.

80. Sarpang Dzongkhag is administratively supported by a one Dungkhag (Gelephu) and consists of 12 Gewogs and 172 villages. The dzongkhag has a domestic airport recently established in Gelephu Dungkhag. In the same locality there is also a hot spring known for its special healing property.

81. The overall demographics of Sarpang town consist of (51.28%) male and (48.72%) female. Literacy rates are higher for males than females at 85.63% compared with 68.69% as shown in Table 12. The population of Sarpang town (excluding Shechamthang area) in the year 2016 was 2,619 and is expected to reach 5,000 by the year 2020 considering a compound growth rate of 4.41% per annum.¹⁷

Table 12: Demographic Information of Sarpang¹⁸

Category			Total
Gender	Male	1,343 (51.28%)	2,619 (100%)
	Female	1,276 (48.72%)	
Education			
Male	Literate	1,043 (85.63%)	1,809
Female		766 (68.69%)	
Male	Illiterate	175 (14.37%)	524
Female		349 (31.31%)	

Source: Poverty and Social Analysis (PSA) survey 2015. Conducted under TA;8551

7. Occupation and Income

82. The PSA 2015¹⁹ showed that the majority of household heads in the urban sector of Sarpang is engaged in business (71.45% male) and (61.12% female) followed by 28.55% males in civil service. Of all the sample surveyed households, no one was engaged in agricultural farm works as the survey was centered in urban areas. Accordingly, the contribution of agriculture is none to total household income. See Table 13 below.

Table 13: Occupation of Head of Household by Gender in Sarpang

Occupation	Male		Female		Total	
	No.	%	No.	%	No.	%
Agricultural worker (farmer)	0	0	0	0	0	0
Business	5	71.45	11	61.12	16	88.89
Private Sector employee	0	0	0	0	0	0
Civil Service	2	28.55			2	11.11

¹⁵ National Statistics Bureau. 2012. *Bhutan Living Standards Survey 2012*. Thimphu.

¹⁶ Population and Housing Census of Bhutan, 2005.

¹⁷ Bhutan National Urbanization Strategy, 2008.

¹⁸ Population and Housing Census of Bhutan, 2005.

¹⁹ A survey (PSA 2015) of sample households in SamdrupJongkhar, Trashigang, Samtse, Paro, Punakha, Sarpang and Gelephu was undertaken between Feb- April 2015. An additional survey work of Bajo town under Wangdue was carried out in May 2016. This was undertaken as part of PPTA activities under TA 8551.

Occupation	Male		Female		Total	
	No.	%	No.	%	No.	%
Housewife	0	0	0	0	0	0
Others	0	0	0	0	0	0
Total	7	100	11	100	18	100

Source: Poverty and Social Analysis (PSA) survey 2015. Conducted under TA 8551.

83. The regular major contributor to total annual income of sample households in Sarpang is salaries and wages followed by other sources such as business (shops). No income coming from rental of farming equipment or pension was reported, as shown in Table 14 below.

Table 14: Contribution of Sources of Income to Total Monthly Household Income of Sarpang

Sources	Amount per Annum (Nu)
Fruit orchard	14,384.00
Rental of farming equipment/animals/land	00
Salaries and wages	25,577.00
Pensions	00
Others shop	43,700.00
Average monthly income of reporting HHs (Nu)	13,938.00

Source: PSA 2015.

K. Socio and Cultural Resources

84. There are no religious, historical, cultural and archaeological sites within proposed project areas that are highly sensitive and likely to be impacted at any of the Project Thromdes. However, the projects are in vicinity of some religious and cultural entities in each of the Thromdes are listed as below:

Table 15: Important sites in Project Towns

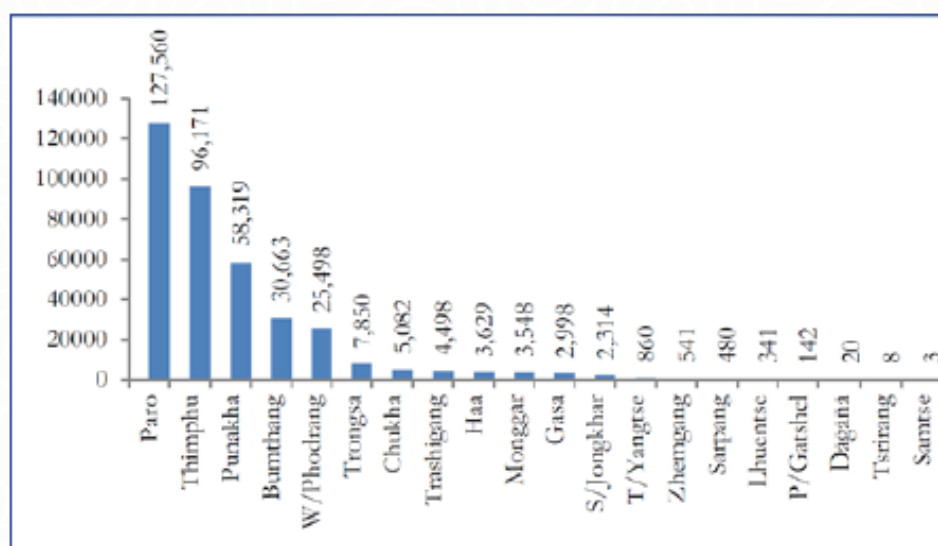
Thromde	Cultural Highlights that will be impacted by projects
Shechamthang, Sarpang	none
Paro - Tshongdue	Ugyen Pelri Palace, Airport, Tshongdue Lhakhang, Khangkhu Lhakhang.
Paro- Bondey	Bondey Lhakhang, National highway and access to international airport.
Punakha	Khuru Lhakhang, Ugyen Academy, Khuru MS School.
Samtse	Shiva Mandir, Royal Guesthouse,
Gelephu	Tali Dratshang,
SamdrupJongkhar	None.
Dewathang	RBA Camp
Trashigang	Trashigang Dzong,
Rangjung	Rangjung Yoesel Choling Lhakhang
Bajo	Chhukhor manis near the intake, scared site on the way. Wangdue Dzong, Bajo Lhakhang

1. Tourism and Recreation

85. Paro, Thimphu, Punakha, Wangdue Phodrang, and Bumthang districts are the most popular destinations for tourists in Bhutan. The top four destinations are all located in the western part of the country. On the other hand, Pema Gatshal, Dagana, Tsirang and Sarpang

received the fewest number of tourists in 2014. Incidentally, all of them are located in the Southern part of country. The Eastern districts also received very limited number of tourists. The Central districts, though they received far fewer tourists compared to the West, fared quite well compared to the Eastern and the Southern parts of the country. Compared to 2013, the number of tourists increased drastically in 2014, but disproportionately more in the popular districts of Paro, Thimphu and Punakha.

Figure 12: Tourist Arrival per Thromde, 2014



2. Tourist arrivals by bed nights and Dzongkhag

86. The highest tourist arrival in the country is in Paro due to the international airport and its proximity to the capital city of Thimphu. There are also places of cultural and recreational interests in Punakha, and Wangdue. Trashigang, and Samdrup Jongkhar are on the main east-west-south highway and have decent tourist arrivals. Sarpang is on the route to Zhemgang and part of the ecotourism initiatives in the Manas region. Samtse receive comparatively least tourists than any other districts.

V. ANTICIPATED IMPACTS AND MITIGATION MEASURES

87. The present report assesses the impacts of the proposed activities for urban roads with drainage.

88. **Methodology.** Issues for consideration have been raised by the following means: (i) input from interested and affected parties; (ii) desk research of information relevant to the proposed project; (iii) site visit and professional assessment by the environment specialist; and (iv) evaluation of proposed design and potential impacts based on the environment specialist's past experiences. Categorization of the project and formulation of mitigation measures have been guided by ADB's REA Checklist for roads and drainage (Appendixes 1 and 2) and ADB Safeguard Policy Statement (SPS), 2009.

89. A comprehensive screening for environmental impacts is made through a review of the parameters associated with roads and drainage projects against the components of the

proposed subproject and the environment where the facilities will be located. A screening checklist was developed from various sources such as NEC checklists, ADB REA Checklist for roads and drainage, and World Bank environmental assessment sourcebook. Some items of the checklist may not be applicable to this particular subproject. However, they are included in the discussions to indicate that their applicability was reviewed in the environmental impact screening process. This exercise will help identify which topics do not require further attention.

90. **Assessment of the Impacts.** The assessment is made on the following phases of the subproject: (i) Pre-construction, (ii) Construction, and (iii) Operation and Maintenance (O&M). Results of the environmental impacts screening are summarized in Table 16. It shows the impact types and magnitudes for both positive and negative impacts without the mitigating measures and the resulting situations when mitigating measures will be implemented. Discussions of each issue are presented in the succeeding sections. For ease of identification, a summary of the environmental impacts that should be carried to the section for environmental management plan (EMP) is presented at the end of this section.

91. Environmental impacts arising from decommissioning of the proposed roads and drainage project were also reviewed but are no longer further discussed due to the following: (i) decommissioning of facilities is a remote possibility since these will serve growing urban areas and such facilities are critical for sustaining those areas, (ii) residual waste cleanup is not a major concern since the facilities are not industrial manufacturing plants with potential problems for toxic and hazardous wastes, and (iii) if assuming a decommissioning or reconstruction of roads and drainage is needed in the future, solid wastes from this activity is also not a major concern since the structures are mostly made of reinforced concrete and the solid wastes to be generated are mostly recyclable materials such as broken concrete materials, reinforcing steel bars used in the structures, structural steel, etc.

Table 16: Summary of Environmental Impact Screening

Environmental Impacts and Risks	Without	With
PRE-CONSTRUCTION PHASE		
Encroachment to environmentally sensitive areas	na	na
Impacts and risks to biodiversity conservation	na	na
Encroachment to historical and cultural areas	Δ -	Δ
Potential nuisance and problems to the public	● -	Δ
Loss of assets (IR concerns)	● -	Δ
CONSTRUCTION PHASE		
Modification of construction site topography	Δ -	Δ
Cutting of trees	● -	Δ
Displacement of Rare or Endangered Species	na	na
Soil erosion and sediments of construction sites	● -	Δ
Gravel extraction from rivers leads to river channel degradation and	● -	Δ
Noise from construction equipment	● -	Δ
Accidental discovery of archeological assets	● -	Δ
Local air pollution due to construction activities	● -	Δ
Oil and other hazardous materials releases	Δ -	Δ
Vehicular traffic congestion and public access	● -	Δ
Hazards to public due to construction activities	● -	Δ
Pollution and health risk due to workers camp	● -	Δ
Increase employment opportunity in work sites	● +	● +
Improper closure of construction sites	● -	Δ
OPERATION AND MAINTENANCE PHASE		

Environmental Impacts and Risks	Without	With
Improved access to previously difficult to reach areas	● +	● +
Increased traffic volume within village	Δ -	Δ
Increase in road nuisance and accidents	Δ -	Δ
Improved drainage system along the road network	● +	● +
Disturbance during routine road maintenance	Δ -	Δ
Increase employment opportunities	● +	● +

Legend: n.a. = not applicable; Δ = insignificant; ● = significant; + = positive; - = negative

A. Design/Pre-Construction Phase Considerations

92. **Encroachments.** The subproject's components will not be located in areas that are environmentally sensitive and areas with historical and cultural importance. As described in the environmental baseline, the proposed routes of the roads and drainage are usually within the developed LAP areas with existing right of way. There are no known archaeological and cultural assets in these proposed sites. Nevertheless, precautions will be taken to avoid potential damage to any archaeological and cultural assets by inclusion of provisions in tender and construction documents requiring the contractors to immediately stop excavation activities and promptly inform the authorities if archaeological and cultural assets are discovered.

93. **Impacts and Risks to Biodiversity Conservation.** The issue on impacts and risks to biodiversity conservation is not applicable to the subproject sites, since the subproject's components will not be located in areas that are environmentally sensitive. The sites are not in undisturbed or declared protected areas, but in landscapes that over the years have been inhabited by people whose various activities defined the present land uses as either or combination of the following: (i) residential, or (ii) commercial; or (iii) institutional; or (iv) agricultural.

94. **Encroachment to Historical and Cultural Areas.** The areas where the roads will be developed are within the existing LAP that have no significant historical and cultural assets that will be damaged by the construction activities.

95. **Nuisance and Problems to the Public.** Potential nuisances and problems to the public during construction can best be avoided if proactively addressed during detailed design and pre-construction phase. Consultation and information dissemination to potentially affected people shall be done during detailed design. Tender documents shall include provisions addressing potential nuisances and problems to the public during construction. These include environmental management provisions on the following issues: (i) erosion and sediment runoff, (ii) noise and dust, (iii) vehicular traffic, (iv) construction wastes, (v) oil and fuel spillages, (vi) construction camps, and (vii) public safety and convenience. In addition, prior to site works, the contractor shall coordinate with the appropriate agencies in the procurement of required clearances with regard to electricity, telephone lines and other utilities/structures that may be affected by construction activities. These shall all be reflected in the construction contracts.

96. **Loss of Assets.** Infrastructural components of the urban roads will be located in the 30% of the LAP properties that have already been pooled together and voluntarily donated for common public uses, within the LAPs. Uses of the donated property include roads, drainages, water supply, and other public facilities for use of the LAP residents.

B. Construction Phase Environmental Impacts

97. **Site Preparation.** Proposed urban roads will be located in government properties and will not involve modification of the construction site topography. The roads will be constructed in rights of way within the pooled property that is intended for the construction of LAP roads and other public facilities. This issue is therefore considered not significant. There will be no cutting of trees involved in forest areas, except may be in urban areas where lot owners have planted trees that are along the alignment of the subprojects. Cutting of trees will be avoided as much as possible but if necessary it will be done only after the owner agreed and received proper compensation from Shechamthang (Sarpang Thromde). Sarpang thromde may also voluntarily implement a replacement measure with replacement ratio of 1 tree for every tree cut or as may be dictated by local or national laws, if any. The issue on displacement of rare or endangered species is not applicable to this subproject since there are no known rare or endangered species within the proposed sites.

98. **Source of materials.** Significant amount of gravel, sand and aggregate, will be required for this subproject. The sources of these materials might have generated negative impact to the environment.

99. **Mitigation.** The contractor will be required to:

- (i) source gravels from Natural Resource Development Corporation Ltd. (NRDCL) approved, existing and operational quarries, or import from overseas companies with authority to export such materials; and
- (ii) no direct quarrying in the project areas.

100. **Archaeological and cultural resources – chance finds.** As mentioned above, subproject areas are not potential archaeological area and therefore no impacts is envisaged. However, in the remote possibility that archaeological artifacts or assets are found during excavation activities, chance find procedure will be followed.

101. **Mitigation.** In any event of a likely chance find, the following procedure will be followed by the contractor:

- (i) Stop work immediately to allow further investigation; and
- (ii) If the site supervisor determines that the item is of potential significance, an officer from the Ministry of Home and Cultural Affairs (MOHCA) will be invited to inspect the site and work will be stopped. Until MOHCA has responded to this invitation, work will not re-commence in this location until agreement has been reached between MOHCA, PMU and PIU as to any required mitigation measures, which may include excavation.

102. **Soil Erosion and Sediment of Construction Sites.** During rainy periods, exposed soil at the construction site can easily be washed away by runoff and carried to the natural drainage system. Hence, soil erosion of the construction sites could occur if preventive measures are not instituted.

103. **Mitigation.** Control of the surface runoff is necessary in preventing erosion. The contractor shall be required to use structural erosion prevention and sediment control practices which will divert the storm water flows away from the exposed areas, prevent sediments from moving offsite, and reduce the erosive forces of runoff waters. These may include the following:

(i) interceptor dikes, (ii) pipe slope drains, (iii) sediment traps, and (iv) temporary sediment basins. Whenever possible, total exposed area shall be minimized.

104. **River Channel Degradation Due to Gravel Extraction.** Gravel extraction from the rivers banks will not pose any environmental issue because the rivers are already silted and extraction of gravel may even be beneficial for dredging of the rivers.

105. **Mitigation.** To prevent channel degradation, river gravels will be removed evenly from across the gravel deposition zone to avoid creation of deep holes within the river channel.

106. **Construction Noise.** Potential sources of noise are the construction equipment, such as trucks and other equipment, which can generate noise of 80 dB(A) from a distance of 30 meters. Loud noise sources such as blasting are not expected in the construction activities of the subprojects. This issue is important since the proposed roads are in residential areas.

107. **Mitigation.** Nuisance from equipment noise can be mitigated with the use of sound suppression devices for the equipment. In areas near any house or noise-sensitive sites, noisy equipment shall not be operated during nighttime to early morning (2200H – 0600H). Noise levels due to construction activities should not exceed 55 dB(A) near schools and other sensitive areas, and 45 dBA during nighttime (2200H – 0600H). Workers using noisy equipment shall be provided with earplugs.

108. **Local Air Pollution Due to Construction Activities.** Dust generation from trenching, earthworks, and soil preparation activities during dry periods will be an air pollution problem. Intermittent episodes of air pollution from smoke belching equipment may also occur. This issue is considered significant during dry periods. Another potential source of air pollution are large stockpiles of construction materials such as soil and aggregates. Without any mitigating measures, dust generation could be significant during dry periods.

109. **Mitigation.** The contractor shall be required to perform regular water spraying of the sites during dusty periods in order to reduce the generation of dusts. He will also be required to use equipment that are properly maintained and are not smoke belchers. Covers for stockpiles that will be left idle for a long time shall be required. Covers will prevent dust generation due to wind action. Trucks transporting loose construction materials such as sand, gravel, spoils, and the like shall be provided with tarpaulin cover.

110. **Oil and Other Hazardous Materials Releases.** Heavy equipment and vehicles will be used in the various construction activities for the subprojects. Aside from fuel, oil, and grease, the activities may also involve the use of paints and solvents. Although there is potential for accidental releases of these materials, the issue is not considered significant since expected quantities will be relatively small. However, as part of good construction practice, the contractors will be required to implement an awareness program for all workers regarding the prevention and management of spills and proper disposal of used containers. Fuel and oil shall be stored in a designated secured area provided with an impermeable liner to prevent the accidental spills from seeping into the ground.

111. **Vehicular Traffic Congestion and Public Access.** Construction activities, such as excavations may cause traffic congestion in heavily travelled highways and narrow streets. It may hinder public access. Diggings for the road-side drainage could constrict the passageway of vehicle and expected to cause traffic congestion. This issue is therefore considered significant.

112. **Mitigation.** Contractors shall be required to: (i) prepare a traffic management plan; (ii) closely coordinate with local authorities for the closure of roads or rerouting of vehicular traffic; (iii) consider the schedules of local activities with heavy presence of people such as festivities, processions, parades, etc. in the timing of construction activities; (iv) do proper stockpiling and immediate disposal of spoils to avoid nuisance and traffic/access obstruction; and (v) do immediate restoration surfaces that may be affected during construction activities.

113. **Hazards to Public and Construction Workers due to Construction Activities.** Construction activities for the construction of the roads may result to hazardous driving conditions since vehicles would still be using the side roads while construction activities are ongoing. The movement of construction vehicles and excavations would also pose some hazards to the driving public. There is also risk of people falling down in open diggings since excavations are sometimes left uncovered.

114. **Mitigation.** The contractor shall be required to implement a road safety plan incorporated in his construction schedule. Safety measures shall be implemented including: (i) warning signs to alert people of hazards around the construction sites, (ii) barricades, and (iii) night lamps for open trenches.

115. **Pollution and Health Risk Due to Workers Camp.** The contractor is expected to erect temporary workers' camps during construction phase. Improperly managed silt runoff and sanitary wastes from these camps may reach nearby areas. Poor sanitation and lack of proper solid waste management at the workers' camps will provide the conditions for vermin and other disease vectors to easily multiply and infect the workers. This may lead to the transmission of diseases from the workers' camps to other areas. These conditions will increase public health risk.

116. **Mitigation.** The construction contractor shall be required to: (i) install proper sanitary facilities to prevent the indiscriminate discharge of sanitary wastes at the camp's surroundings, (ii) implement proper solid waste management, and (iii) prevent surface runoffs from flowing out of the workers camps to avoid carrying away any contaminants. The contractor shall be required to use temporary diversion drains, catch drains, and silt-traps at these camps.

117. **Occupational Health and Safety.** To reduce day to day risks associated with working with heavy equipment in trafficked areas, contractor will be required to appoint health and safety officers for each site and to ensure regular briefing of the construction workforce on health and safety issues. Contractor shall establish their occupational health and safety plan to be adopted at each site following international best practices and the World Bank EHS guidelines on construction and decommissioning activities. As minimum and whichever are applicable, the occupational health and safety plan shall ensure the following:

- (i) Communication and Training
 - a. Training of all workers on occupational health and safety prior to construction works;
 - b. Conduct of orientation to visitors on health and safety procedures at work sites;
 - c. Signages strategically installed to identify all areas at work sites, including hazard or danger areas;
 - d. Proper labeling of equipment and containers at construction and storage sites; and

- e. Suitable arrangements to cater for emergencies, including: first aid equipment; personnel trained to administer first aid; communication with, and transport to, the nearest hospital with an accident / emergency department; monitoring equipment; rescue equipment; fire fighting equipment; and communication with nearest fire brigade station.

(ii) Physical Hazards

- a. Use of personal protective equipment (PPE) by all workers such as earplugs, safety shoes, hard hats, masks, goggles, etc. as applicable, and ensure these are used properly;
- b. Avoidance of slips and falls through good house-keeping practices, such as the sorting and placing loose construction materials or demolition debris in established areas away from foot paths, cleaning up excessive waste debris and liquid spills regularly, locating electrical cords and ropes in common areas and marked corridors, and use of slip retardant footwear;
- c. Use of bracing or trench shoring on deep excavation works;
- d. Adequate lighting in dark working areas and areas with night works;
- e. Rotating and moving equipment inspected and tested prior to use during construction works. These shall be parked at designated areas and operated by qualified and trained operators only;
- f. Specific site traffic rules and routes in place and known to all personnel, workers, drivers, and equipment operators; and
- g. Use of air pollution source equipment and vehicles that are well maintained and with valid permits.

(iii) General Facility Design and Operation

- a. Regular checking of integrity of workplace structures to avoid collapse or failure;
- b. Ensuring workplace can withstand severe weather conditions;
- c. Enough work spaces available for workers, including exit routes during emergencies;
- d. Fire precautions and fire fighting equipment installed;
- e. First aid stations and kits are available. Trained personnel should be available at all times who can provide first aid measures to victims of accidents;
- f. Secured storage areas for chemicals and other hazardous and flammable substances are installed and ensure access is limited to authorized personnel only;
- g. Good working environment temperature maintained;
- h. Worker camps and work sites provided with housekeeping facilities, such as separate toilets for male and female workers, drinking water supply, wash and bathing water, rest areas, and other lavatory and worker welfare facilities; and
- i. Maintain records and make reports concerning health, safety and welfare of persons, and damage to property. Take remedial action to prevent a recurrence of any accidents that may occur.

118. **Improper Closure of Construction Sites.** Construction activities will generate construction solid wastes after completion of work. This may include used wood materials, steel works cuttings, paint and solvents containers, used oil from equipment, unused aggregates, etc. If not remove from the sites after completion of the construction activities, these solid wastes will cause aesthetic problems and some will be potential sources of contaminants for surface runoffs.

119. **Mitigation.** After completion of work activities, the contractor shall be required to remove the construction wastes from the sites before finally leaving. The entire site must be free of any construction solid wastes. Implement the required surface restoration.

120. **Increase Employment Opportunities at Work Sites.** Various construction activities for the roads and road-side drainage will require a number of workers. The impact would be beneficial and significant since employment opportunities in the area will increase.

121. **Enhancement.** Whenever possible, the contractor shall be encouraged to use the available local labor for these construction activities. The recruitment of workers shall be coordinated with the local officials.

C. Operation Phase Environmental Impacts

122. **Improve Access to Previously Difficult to Reach Areas.** Access to previously inaccessible or difficult to access areas will be possible with the proposed urban road subprojects. It is expected that locals will have better interaction and create more congenial relationship within the community. This is a positive impact that the road will create in the community. It is also expected that the residents of the LAP that host the roads will have better access to other road networks that would open more socioeconomic opportunities to LAP residents.

123. **Increase Traffic Volume May Result in Increase in Road Accidents.** New roads and road improvements would increase traffic volumes that would result in noise nuisance for residents and road accidents.

124. **Mitigation.** Low volume of vehicular traffic is expected in the host LAP and the low population density means that ambient noise levels will not significantly increase. General safety will be improved through providing a shoulder and widening within ROW. Raising awareness through village meetings and developing a road safety programs including management of livestock on roads will reduce the risks of road accidents.

125. **Improved Drainage System Along the Road Network.** Roadside drains are expected to generally improve the drainage system within the LAP. Since the drains are designed to collect the runoff from roofs and other surfaces, the roadside drains will help reduce flooding in the area.

126. **Disturbance During Road Maintenance.** Routine, periodic and other maintenance activities shall be undertaken to keep the roads in good condition. Adequate regular maintenance is also good for the environment. Timely maintenance action helps in reducing environmental impacts like erosion, flooding, road accidents and traffic noise. This subproject aims at rehabilitating roads to maintainable standards, which is environmentally beneficial during operations provided routine maintenance are timely and properly implemented.

127. **Mitigation.** Routine and periodic maintenance of the roads will be integrated in the maintenance program of the Engineer's Office of Sarpang thromde for proper scheduling and budgeting.

128. **Increased Employment Opportunities.** Regular and periodic maintenance of the roads will definitely require a number of workers. The impact would be beneficial since employment opportunities in the area will increase. Improved access to other road networks will also lead to job opportunities due enhanced mobility of the LAP residents.

129. After impacts and risk screening, Table 17 lists the environmental impacts and risks that requires mitigation and shall be carried to the EMP Section.

Table 17: Environmental Impacts and Risks for Inclusion in the Environmental Management Plan

Environmental Impacts and Risks	Without Mitigation	With Mitigation
PRE-CONSTRUCTION PHASE		
Potential nuisance and problems to the public	● -	Δ
CONSTRUCTION PHASE		
Soil erosion and sediments of construction sites	● -	Δ
Cutting of trees	● -	Δ
Gravel extraction leads to river channel degradation	● -	Δ
Noise from construction equipment	● -	Δ
Local air pollution due to construction activities	● -	Δ
Vehicular traffic congestion and public access	● -	Δ
Hazards to public due to construction activities	● -	Δ
Pollution and health risk due to workers camp	● -	Δ
Increase employment opportunity in work sites	● +	● +
Improper closure of construction sites	● -	Δ
OPERATION AND MAINTENANCE PHASE		
Improve access to previously difficult to reach areas	● +	● +
Improve drainage system along the road network	● +	● +
Increase in traffic volume and road accidents	● -	Δ
Increase employment opportunities	● +	● +

Legend: EMP = Environmental Management Plan; n.a. = not applicable; Δ = insignificant; ● = significant; + = positive; - = negative.

130. The urban road subproject is likely to bring positive impacts to the community during its operation phase due to improved access to previously difficult to reach areas and increase in job opportunities.

131. The subproject is unlikely to cause significant adverse impacts. However, there are no impacts that are significant or complex in nature, or that needs an in-depth study to assess the impact. The potential adverse impacts that are associated with design, construction, and maintenance can be mitigated to acceptable levels with the recommended mitigation measures.

D. Cumulative Impact Assessment

132. The cumulative impact assessment examined the interaction between the project's residual effects (i.e., those effects that remain after mitigation measures have been applied) and

those associated with other past, existing, and reasonably foreseeable future projects or activities. The interaction of residual effects associated with multiple projects and/or activities can result in cumulative impacts, both positive and negative. The project's potential cumulative effects were considered with respect to valued components in environmental and socioeconomic categories, in four areas:

- (i) of any potential residual project effects that may occur incrementally over time;
- (ii) consideration of other known relevant projects or activities within the specified study area boundaries, even if not directly related to the project;
- (iii) potential overlapping impacts that may occur due to other developments, even if not directly related to the proposed project; and
- (iv) future developments that are reasonably foreseeable and sufficiently certain to proceed.

133. The project has identified the valued components as water quality, noise, traffic management, socioeconomic and socio-community components, and human health. There are no foreseeable projects that will overlap with the project. The spatial boundary of the project is the area along the road routes, and existing rights of way.

134. Since the urban roads are enhancement measures to improve accessibility to other places, there are no significant cumulative negative impacts expected on the road subprojects.

135. Air quality effects will occur during construction. Consequently, although emissions of common air contaminants and fugitive dust may be elevated in proximity to active work sites, this impact will be short-term and localized to the immediate vicinity of the alignment. Greenhouse gas emissions may increase as a result of project activities (i.e., vehicle and equipment operation, concrete production, disposal of excavated material, landfilling of residual wastes). Given the project's relatively minor contribution to common air contaminants and greenhouse gas emissions during construction, the overall significance rating of both these potential residual effects is considered to be negligible.

136. Noise levels during construction in the immediate proximity of most work sites are expected to increase. The duration of this exposure will be relatively brief. This exposure represents a temporary, localized, adverse residual effect of low to moderate significance for affected receptors. While building damage due to ground vibrations is unlikely, there may be annoyance to spatially located receptors during construction. Noise levels associated with road maintenance will be largely insignificant due to its relatively small scale.

137. Land use/traffic management concerns will occur spatially during construction. Site-specific mitigation measures will be implemented to address temporary disruptions to land use and access, traffic delays and detours, and increased volumes of construction-related traffic. Traffic movement along the alignment will be improved once construction is completed. However, following improvement in infrastructures and services, added residential developments, commercial, and business facilities and increased densities are expected to develop and enhance the project area. This can be considered a long-term cumulative benefit of the subproject.

138. Upon completion of the subprojects, the general impacts will improve mobility and accessibility of the communities in the host LAP and around it. This is considered a long-term cumulative benefit.

139. No adverse residual effects to human health will occur as a result of subproject construction or operation. With the short-term duration and localized nature of impact, the exposure to elevated noise levels and fugitive dust and common air pollutants in the vicinity of project work sites during construction is considered minor and insignificant with no measurable effects on human health.

VI. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION

140. Ministry of Works and Human Settlements (MOWHS) has undertaken various activities concerning information disclosure, public consultation, and public participation for the proposed roads and drainage subproject for Shechamthang. These were done to achieve a meaningful stakeholders' consultation and ensure the successful implementation of the project.

141. During the planning phase, information regarding the proposed roads and drainage subproject were disclosed to the public, including the conduct of a socioeconomic survey. Households in project areas were informed about the proposed project and interviewed for socioeconomic data.

142. Key informant interviews and focus group discussions with LAP officials and municipal officials were conducted to get their cooperation and gather information relative to poverty incidence and concentration, and identify needs and recommendations on the roads and drainage subproject. Participants in the key informant and focus group discussions included the following: (i) staff of the municipalities, (ii) local health officials, (iii) gender focal persons of municipalities, (iv) village officials, (v) local environment offices, and (vi) nongovernment organizations (NGOs).

143. **Public Consultation.** An initial public consultation was conducted on the proposed Shechamthang roads and drainage subproject. Stakeholders were encouraged to raise their social and environmental issues in relation to the proposed subproject. Participants included: (i) concerned individuals, (ii) LAP officials, (iii) NGOs, (iv) municipal officials, and (v) village officials. As a result, stakeholders expressed support to the subproject. Summary of the consultation outcomes is presented in Table 18, while the documentation is presented at the Appendixes 3 to 7.

144. **Future Disclosure and Consultations.** During detailed design, the project office and the MOWHS will again conduct public consultations and information disclosure. Views of the stakeholders will be considered in the overall design process. Stakeholders' consultations shall be continued throughout the duration of subproject implementation. MOWHS shall keep records of environmental and social complaints, received during consultations, field visits, informal discussions, and/or formal letters, together with the subsequent follow-up and resolutions of issues.

Table 18: Summary of Consultation Outcomes

Name/Organization	Question	Response
Consultants	Does the local person support the proposed Project?	All participants pledged to give their full support for the said Project for everybody's welfare.
Consultants	Any critical issue or concern by the local people regarding the Project	None.
Consultants	Any critical issue or concern by the local people regarding the Project	No issues or concerns.
Consultants	Any loss of residential or commercial	Yes, being dealt separately by

Name/Organization	Question	Response
	structures due to the Project	the District and separate surveys shall be conducted for all impacted households.
Consultants	Any loss of Community life (like market place, public playground) or Community Activities that will be affected?	Besides the land pooling, no private land will be used for any such purpose
Consultants	Would there be land acquisition that would result in resettlement, or would affect parks, forest, etc.?	Besides the land pooling, no private land will be used for any such purpose
Consultants	Will the Project location adversely affect water resources?	No issues or concerns are foreseen.
Consultants	Any other issues you want to share (security, cooperation from local communities)?	We are happy to collaborate and contribute.
Consultants	Any Cultural or Sacred sites in the proposed township	No such places of worship or sacred sites exist.

VII. GRIEVANCE REDRESS MECHANISM

145. Local grievance redress mechanism is important in the implementation of the proposed subproject since any complaint and concern of the affected people must be addressed promptly at no cost to the complainant and without retribution. This mechanism shall be disclosed in public consultations during detailed design and in meetings during the construction phase. Complaints about environmental performance of projects during the construction phase can best be handled by an ad-hoc committee at the local level where the subproject is located for expeditious resolutions to the complaints. Complaints during the operation phase can be brought to the attention of the MOWHS or National Environmental Commission Secretariat (NECS).

146. The Project grievance redress mechanism (GRM) follows a tiered system, starting at the local level. The GRM structure has been agreed with the concerned agencies and a notification of the GRM structure as shown in Figure 13 below and the Grievance Redress Committee composition have been provided by MOWHS. See government notification in Appendix 8. The GRM will ensure that grievances and complaints regarding land acquisition, compensation and resettlement or other social and environmental issues will be addressed in a timely and satisfactory manner. People in the towns will be made aware of their rights and the detailed procedures for filing of grievances. PIUs will be undertaking outreach activities to make people aware of the GRM and will be published on the thomde/ dzongkhag and MOWHS websites. GRM will also be displayed at notice boards in the PIU offices.

147. **First level of GRM.** Aggrieved persons may first approach the contractor's site representative/project manager in case of complaints related to construction related nuisances. The complaint must be recorded in the site register and contractor should provide a resolution to the complaint within 2 days. In case, the complaint is not resolved at this level, the aggrieved persons can then file a complaint with the PIU office. Aggrieved persons are entitled to lodge complaints regarding any aspect of the land acquisition, entitlements, benefits or rates of payment as well as any project related social or environmental issues. Complaints can be made verbally or in written form. Complaints made to the PIU should be resolved within 3 days. All complaints must be recorded by the PIU, including actions taken to resolve the complaint. Complaints, their nature and resolution should be mentioned in the quarterly progress reports. A sample grievance registration form is appended as Appendix 8.

148. **Second level of GRM.** At this level, the PIU Manager/Municipal level will coordinate with the Dzongkhag/ thromde municipal Committee which should be in place prior to project implementation. This committee will be comprised of: (i) Dzongda (district administrator) or thompon (mayor) as Chairman; (ii) municipal engineer (PIU Project managers) as Member secretary; (iii) District engineers; (iv) district/ municipal planning officer; (v) district/municipal legal officer; (vi) district/municipal environmental officer; (vii) district/ municipal land record officer, (viii) town representatives (elected); and (ix) gender focal person of PIUs. The aggrieved person/s who filed the complaint (or representative/s from the affected household/s) will be called to present his/ her case and deliberation on the case will be done through proper hearing or mediation. It will be the responsibility of the dzongkhag/thromde committee to resolve the issue within 15 days from the date the complaint is received. Minutes of meeting of the Dzongkhag/thromde committee meeting will be kept and resolution provided will be recorded for purposes of project monitoring.

149. If the complaint is unresolved at this level, the PMU, PIU or the District Administrator will inform the aggrieved person accordingly and assist them in elevating the complaint to the PMU/ Central Grievance Committee.

150. **Third level of GRM.** Grievances not redressed at the Dzongkhag/ thromde municipal committee within 15 days will be brought to the Central Grievance Redress Committee at MOWHS level. The Central Grievance Redress Committee will comprise of: (i) Secretary, MOWHS (Chairman); (ii) Director, DES (Member secretary); (iii) Project manager, PMU; (iv) Project coordinator, PMU; (v) Water and Sanitation Division chief; (vi) legal officer, MOWHS; (vii) environmental officer, MOWHS; (viii) gender officer (MOWHS); and (ix) representatives from local NGOs. It will be the responsibility of the dzongkhag/ thromde committee to resolve the issue within 10 days from the date the complaint is received. In the event, the grievance is still not resolved; the matter may be elevated by the aggrieved person to an appropriate court of law. The court will have the final authority to approve or reject the case. Aggrieved persons may seek recourse through legal system at any stage of the GRM process.

151. **Recordkeeping.** Records will be kept by the PIU of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected, and final outcome.

152. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) will be borne by the municipalities (Shechamthang for this subproject) that will operate and maintain the road and drainage network.

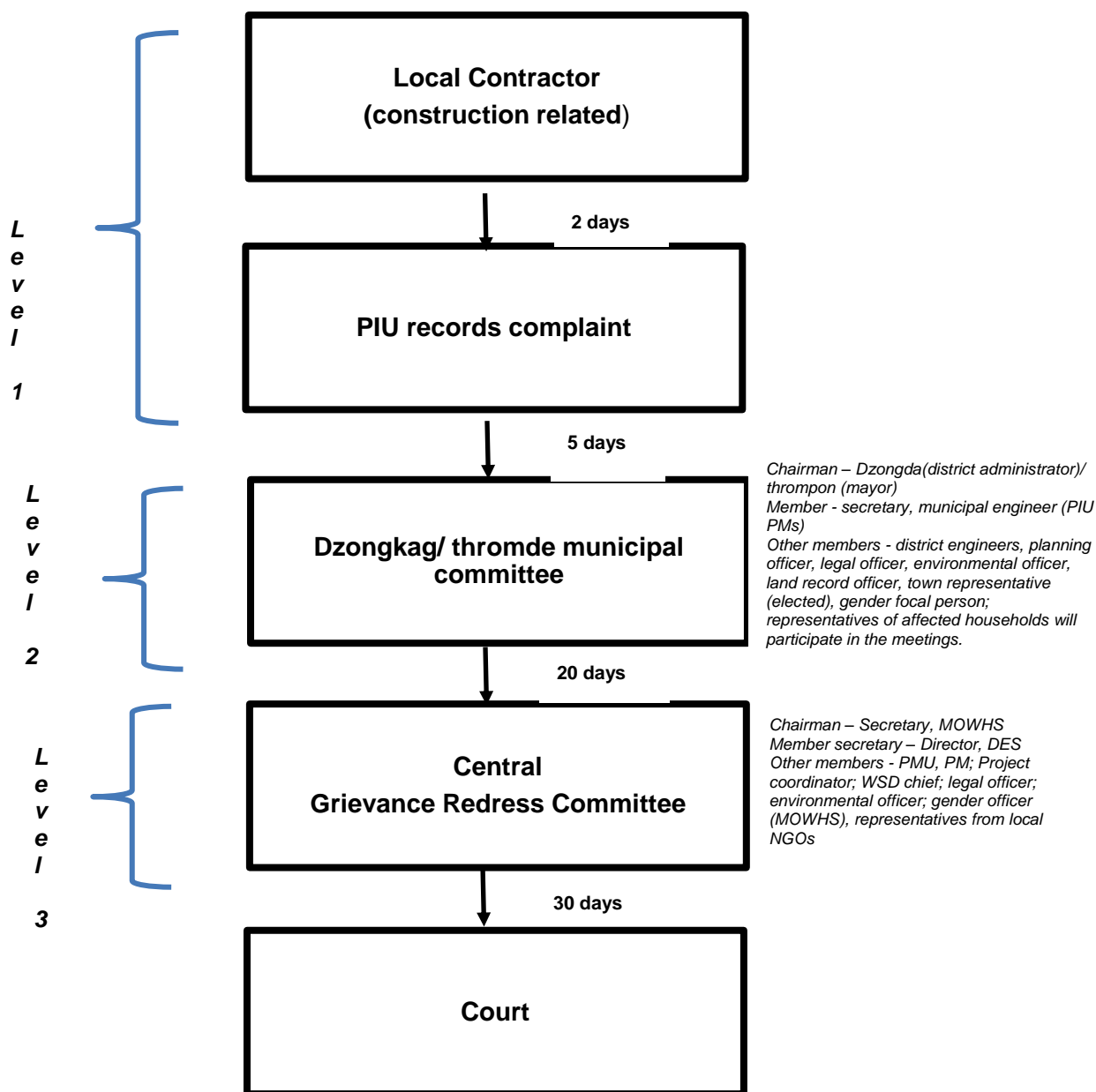
153. **Complaints to NECS.** Complaints about environmental performance of projects issued an Environmental Clearance can also be brought to the attention of NECS. The steps that NECS may follow in handling complaints are: (i) NECS shall verify if the complaint is within its jurisdiction, and (ii) within 72 hours from receipt of a complaint NECS will send the proponent a Notice of Alleged Violation and requests for an official reply as to why the proponent should not be penalized, (iii) NECS may conduct field validation, site inspection and verification or other activities to assess or validate the complaint. The proponent is allowed to respond within 7 days. Proponent's failure to respond to the notice and further notices will force NECS to take legal actions. NECS may issue a Cease and Desist Order to project proponents which shall be effective immediately based on: (i) violations under the National Assessment Act of 2000 and its implementing rules and regulations, and (ii) situations that present grave or irreparable damage to the environment. NECS may also suspend or cancel the proponent's Environmental

Clearance if the terms and conditions have been violated the National Environmental Protection Act (NEPA, 2007).

154. The GRM notwithstanding, an aggrieved person shall have access to the country's legal system at any stage. This can run parallel to accessing the GRM and is not dependent on the negative outcome of the GRM.

155. In the event that the established GRM is not in a position to resolved the issue, the affected persons can also use the ADB Accountability Mechanism through directly contacting (in writing) the Complaint Receiving Officer at ADB headquarters. The complaint can be submitted in any of the official languages of ADB's Developing Member Countries. The ADB Accountability Mechanism information will be included in the Project Information Document to be distributed to the affected communities, as part of the project GRM.

Figure 13: Grievance Redress Process



VIII. ENVIRONMENTAL MANAGEMENT PLAN

156. This section addresses the need for mitigation and management measures for the urban roads and drainage subprojects. Information includes: (i) mitigating measures to be implemented, (ii) required monitoring associated with the mitigating measures, and (iii) implementation arrangement. Institutional set-up is presented in the implementation arrangement and discusses the roles during implementation and the required monitoring. It also

outlines the requirements and responsibilities during pre-construction, construction, and operation phases.

A. Environmental Mitigation

157. Some details of mitigating measures are already discussed in Section V where the need for mitigation of each impact was determined in the screening process. More comprehensive EMPs are shown in Table 19 to Table 21 which cover various stages of the subproject implementation (pre-construction, construction and post-construction/O&M stages). These present the information on: (i) required measures for each environmental impact that requires mitigation, (ii) locations where the measures apply, (iii) associated cost, and (iv) responsibility for implementing the measures.

Table 19: Environmental Management Plan for Anticipated Impacts: Pre-Construction

Aspects/Fields	Anticipated Impact	Mitigation Measure	Location	Responsible for Implementation/ Supervision	Mitigation Cost
PRE-CONSTRUCTION PHASE					
Excavation requirements	Potential damage to archaeological and cultural assets	Tender documents shall include a provision that will require construction activities to be stopped immediately upon discovery of any archaeological and cultural relics and authorities will be informed promptly	Road alignment, civil works excavations	Design Consultants / MOWHS Project Management Unit (PMU)	Part of detailed design cost
Social and community concerns	Potential nuisance and problems to the public	Consultation with the affected communities regarding the expected impacts and proposed mitigation measures of the project; Tender documents shall include provisions addressing the potential nuisances and problems to the public during construction phase	Road alignment, civil works excavations	Project implementation unit (PIU), Design Consultants/MOWHS PMU	Part of detailed design cost
IR concerns	Loss of assets	Compensation and other assistance for loss assets and land acquisition; Consultation and information dissemination to affected people.	Road alignment, civil works excavations	PIU, Design Consultants / MOWHS PMU	Part of detailed design cost
Preparation of detailed engineering design	Natural hazards, such as earthquake, flood	Structural integrity of the roads shall conform with the requirements structural requirements of Bhutan Building Rules	All structural components	Design Consultants / MOWHS PMU	Part of detailed design cost

Table 20: Environmental Management Plan for Anticipated Impacts: Construction

Aspects/Fields	Anticipated Impact	Mitigation Measure	Location	Responsible for Implementation/Supervision	Mitigation Cost
Site clearing, digging, excavations, and other civil works	Chance finds for archaeological and cultural artifacts or assets	(i) Stop work immediately to allow further investigation; and (ii) If the site supervisor determines that the item is of potential significance, an officer from the Ministry of Home and Cultural Affairs (MOHCA) will be invited to inspect the site and work will be stopped. Until MOHCA has responded to this invitation, work will not recommence in this location until agreement has been reached between MOHCA, PMU and PIU as to any required mitigation measures, which may include excavation.	Road and side-drain alignment	Contractor / PIU, PMU, Supervision Consultants	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Soil erosion and sediments of construction sites during rainy periods	Total area exposed shall be minimized; use of structural erosion prevention and sediment control practices which may include: interceptor dikes, pipe slope drains, straw bale barriers, sediment traps, and temporary sediment basins	Road and side-drain alignment	Contractor / PIU, Supervision Consultants	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Cutting of trees to make way for the construction works in urban areas	No trees in forest areas will be cut. Cutting of trees will be avoided as much as possible but necessary it will be done after owner agreed and compensated	Road alignment	Thromdes / PIU	Part of construction cost, as agreed with owner
Site clearing, digging,	Nuisance from noise of	Consultation with affected areas; not to operate noisy	Road alignment and construction site	Contractor / PIU, Supervision Consultants	Incorporated in construction

Aspects/Fields	Anticipated Impact	Mitigation Measure	Location	Responsible for Implementation/Supervision	Mitigation Cost
excavations, and other civil works	construction equipment	equipment during nighttime (22:00 – 06:00); sound suppression for equipment; ear plugs for workers			contract
Road construction works	Gravel extraction leads to river channel degradation	River gravels will be extracted evenly from across gravel deposition zone to avoid holes within river channel	Rivers near the construction site	Contractor / PIU	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Air pollution due to construction activities	Water spraying for dust control; construction materials with potential for significant dust generation shall be covered; tarpaulin cover for trucks transporting loose construction materials; not smoke belchers equipment	Road alignment	Contractor / PIU, Supervision Consultants	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Traffic congestion and hindrance to access	Close coordination with local authorities in road closure and traffic rerouting; contractor's traffic plan; proper stockpiling of materials and immediate disposal of spoils; immediate restoration of roads and affected areas	Road alignment	Contractor / PIU, Supervision Consultants	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Pollution and health risks due to workers camp	Proper camp sanitation; installation of sanitary facilities; solid waste management; surface runoffs control such as temporary diversion drains, catch drains, and silt-traps	Road alignment	Contractor / PIU, Supervision Consultants	Incorporated in construction contract
Site clearing, digging, excavations, and other civil works	Hazards to public and construction workers due to construction activities	Implement road safety plan and safety measures including warning signs to alert people of hazards around the construction	Road alignment	Contractor / PIU, Supervision Consultants	Incorporated in construction contract

Aspects/Fields	Anticipated Impact	Mitigation Measure	Location	Responsible for Implementation/Supervision	Mitigation Cost
		<p>sites, barricades, and night lamps for open excavations. Deep excavation works will be provided with wall bracing or trench shoring and no deep exaction works will be done during heavy rains</p> <p>Implement the occupational health and safety plan to be adopted at each site following international best practices and the World Bank EHS guidelines on construction and decommissioning activities</p>			
Rehabilitation and closure of construction sites	Improper closure of construction sites	Removal of all construction wastes and implement surface restoration	Road construction sites	Contractor / PIU, Supervision Consultants	Incorporated in construction contract
Road construction works	Increase employment opportunities	Contractor required to give preference to local labor; workers recruitment to be coordinated with local officials	Road construction sites	Contractor / PIU, Supervision Consultants	No cost

Table 21: Environmental Management Plan for Anticipated Impacts: Operation Phase

Aspects/Fields	Anticipated Impact	Mitigation Measure	Location	Responsible for Implementation/Supervision	Mitigation Cost
Roads in use	Improved access to previously difficult to reach areas	Positive impact. No mitigation needed	Completed new roads and surrounding areas	Mun. Engr. / MOWHS PMU	None
Roads in use	Increase in traffic volume and road accidents	Low volume of vehicular traffic expected. Raising awareness through village	Completed new roads and surrounding areas	Mun. Engr. / MOWHS PMU	Part of operation & maintenance

		meetings and developing road safety programs			costs
Roads in use	Improved drainage system	Positive impact. No mitigation needed	Completed new roads with road side drains	Mun. Engr. / MOWHS PMU	None
Road maintenance	Increase in job opportunities	Positive impact. No mitigation needed	Completed new roads and surrounding areas	Mun. Engr	None

158. Although details of the required mitigating measures are already discussed in the screening for impacts, the following items are discussed further to highlight their importance: (i) tender documents and construction contracts, (ii) contractor's environmental management plan, (iii) construction site management plan, (iv) road regular and periodic maintenance plan, and (vi) unanticipated environmental impacts.

159. **Tender Documents and Construction Contracts.** Environmentally responsible procurement advocates the inclusion in construction contract documents the provisions addressing the management of environmental impacts and risk during construction. This includes the contractor's submittal of a Contractor's Environmental Management Plan (CEMP). Tender documents and construction contracts shall therefore include environmental management provisions on the following issues: (i) erosion and sediment runoff, (ii) noise and dust, (iii) vehicular traffic, (iv) construction wastes, (v) oil and fuel spillages, (vi) construction camps, and (vii) public safety and convenience.

160. **Contractor's EMP.** During construction, each contractor will be guided by its detailed CEMP. This shall be based on the subproject's EMP with details on staff, resources, implementation schedules, and monitoring procedures. The agreed CEMP will be the basis for monitoring by PIU, MOWHS PMU, Project Management and supervision consultants and other monitoring parties. Inclusion in construction contract documents the provisions requiring the contractor to submit a CEMP is important since the contractor will be legally required to allocate a budget for mitigation measures implementation. The CEMP will allow PIU construction supervision engineer to focus on what are specific items expected from the contractor regarding environmental safeguards on a day-to-day basis. With the CEMP, PIU can easily verify the associated environmental requirements each time the contractor will request approval for work schedules.

161. The CEMP shall be prepared by all contractors before the start of the construction works and shall be approved by PIU. This requirement shall be included in the construction contracts. It shall provide details on specific items related to the environmental aspects during construction. It shall include specifications on requirements for dust control, erosion and sediment control, avoidance of casual standing water, management of solid wastes, workers' camp sanitation, pollution from oil, grease, fuel spills, and other materials due to the operation of construction machineries, safety and traffic management, avoidance of inconveniences to the public, air and noise pollution control. It shall also include guidance on the proper design of the construction zone, careful management of stockpiles, vegetation, topsoil, and vehicles and machinery.

162. **Regular and Periodic Road Maintenance.** Municipal engineer and environment officer shall work together to prepare a plan for road maintenance. It is a necessity that will clearly show the desire of the municipality in applying best practices in ensuring the long-term use of the roads for the progress of the LAPs and surrounding areas.

163. **Unanticipated Environmental Impacts.** Where unanticipated environmental impacts become apparent during project implementation, municipal engineer shall prepare a supplementary environmental assessment and EMP to assess the potential impacts and outline mitigation measures and resources to address those impacts.

B. Environmental Monitoring

164. Table 22 presents the information on: (i) aspects or parameters to be monitored, (ii) location where monitoring is applicable, (iii) means of monitoring, (iv) frequency of monitoring, (v) responsibility of compliance monitoring, and (vi) cost of monitoring. The municipal PIU shall prepare quarterly environmental monitoring reports to be submitted to MOWHS management detailing the status of mitigating measures implementation.

Table 22: Environmental Monitoring Plan

Aspects/ Parameters to be Monitored	Location	Means of Monitoring	Frequency	Implementation Responsibility	Compliance Monitoring Responsibility	Monitoring Cost
PRE-CONSTRUCTION PHASE						
Consultation meetings; Specific provisions in tender documents on nuisance and problems to public	Within the LAP near road alignment	Verify meetings documentation; Verify draft and final documents	After completion of meetings; Twice – draft and final documents	Design consultants	MOWHS PMU	Part of project management in detailed design (minimal cost)
CONSTRUCTION PHASE						
Total area to be exposed; runoff flowing into disturbed sites	Road construction sites	Visual inspection of sites; plans verification	Daily during rainy periods	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Materials and solid wastes dumped in watercourses	Road construction sites	Visual inspection of sites; work schedules verification	Daily	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Noise levels not to exceed 50 dBA near school, 55 dBA in other areas, and 45 dBA during nighttime	Road construction sites	Use of sound level meter	Daily	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Dust, cover of stockpiles, smoke belching	Road construction sites	Visual inspection of sites	Daily	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Road closure and traffic rerouting; materials stockpiles; road restoration	Road construction sites	Traffic plans verification	weekly	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Sanitary toilets,	Workers camps	Visual inspection	Once before	Contractor	PIU; Construction	Part of PIU

Aspects/ Parameters to be Monitored	Location	Means of Monitoring	Frequency	Implementation Responsibility	Compliance Monitoring Responsibility	Monitoring Cost
garbage bins, runoff controls		of camps	start of construction and once monthly		supervision consultants	implementation cost and consultant's construction supervision contract
Road safety plan; sign, barricades and night lamps	Road construction sites	Visual inspection of sites	Daily	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Construction wastes	Road construction sites	Visual inspection of sites	Once before final stage of demobilization	Contractor	PIU; Construction supervision consultants	Part of PIU implementation cost and consultant's construction supervision contract
Number of local labor employed	LAPs where roads are constructed	Verification of contractor's records	Once a month	Contractor	PIU	No cost
OPERATION PHASE						
Traffic signs	Along new roads	Visual inspection of sites	Monthly	Mun. Engr.	MOWHS	Part of municipality's operation cost
Road maintenance	New roads	Visual inspection of sites	Once a year	Mun. Engr.	MOWHS	Part of municipality's operation cost

165. **Project Performance Monitoring.** Project performance monitoring presents the desired outcomes as measurable events by providing parameters or aspects that can be monitored and verified (Table 23). Tendering process advocating environmentally responsible procurement is a desired outcome during the pre-construction phase. This can easily be verified by checking if EMP requirements are incorporated in construction contracts. Construction phase desired outcomes include effective management of environmental impacts and reduce risk to public. For the operation phase, road safety and maintenance plans shall be in place and implemented.

Table 23: Project Performance Monitoring

Desired Outcomes	Aspects/ Parameters to be monitored	Means of Monitoring	Frequency	Implementation	Compliance Monitoring	Monitoring Cost
PRE-CONSTRUCTION						
Detailed design is environmentally responsive	EMP requirements incorporated in detailed design	Verify detailed design documents; EMP requirements reflected in tender documents	Two reviews: (i) draft detailed design documents and (ii) prior to approval of final documents	Design consultants	MOWHS PMU	Minimal cost
Tendering process advocates environmentally responsible procurement	EMP requirements incorporated in construction contracts	Verify construction contract documents;	Prior to finalization of construction contract documents	Mun. Engr.	MOWHS PMU	Minimal cost
CONSTRUCTION PHASE						
Effective management of environmental impacts during construction	Number of public complaints on construction activities	Verification of contractor's records; MOWHS coordination with local officials	Once a month	Contractor	Construction supervision consultants, MOWHS PMU	Part of consultant's construction supervision contract
Reduce risk to public during construction	Number of accidents involving construction activities	Verification of contractor's records; MOWHS coordination with local officials	Once a month	Contractor	Construction supervision consultants, MOWHS PMU	Part of consultant's construction supervision contract
OPERATION PHASE						
Road safety and maintenance plans are implemented	Traffic signages and records road conditions	Visual inspection of sites	Yearly	Mun. Engr.	MOWHS PMU	Part of municipality's operation cost

C. Implementation Arrangement

166. This subsection presents the: (i) institutional set-up, (ii) implementation schedule, (iii) required clearances and permits, and (iv) capability building

167. **Institutional Setup.** The subproject will follow the overall institutional and implementation arrangement of STUDP. MOWHS is the executing agency through a project management unit (PMU) created under it, while municipalities (Sarpang Municipality for this subproject) are the project implementing units (PIUs). MOWHS has overall responsibility for (i) project coordination, implementation, and liaison with ADB and other government offices, including semi-annual reporting to ADB; and (ii) coordination of implementation at the national level, including procurement of goods, works, and services for all STUDP subprojects.

168. **Roles of the PMU in environmental safeguards:**

- (i) Designate an Environment Officer who will oversee all subprojects under STUDP, including this subproject, and work closely with consultants and PIUs on the implementation of the EMP;
- (ii) Supervise the Project Management and Supervision Consultants (PMSC) that will assist MOWHS and PMU during pre-construction and construction phases. PMSC will have a team of environmental consultants whose terms of reference, including the roles and responsibilities, is attached as Appendix 9;
- (iii) With assistance from PMSC, PIUs, and contractors, ensure overall compliance with all government rules and regulations and other environmental requirements of all subprojects under STUDP; and
- (iv) With assistance from PMSC, ensure that IEEs are included in bidding documents and civil work contracts for all subprojects under STUDP.

169. **Roles of PMSC in environmental safeguards:**

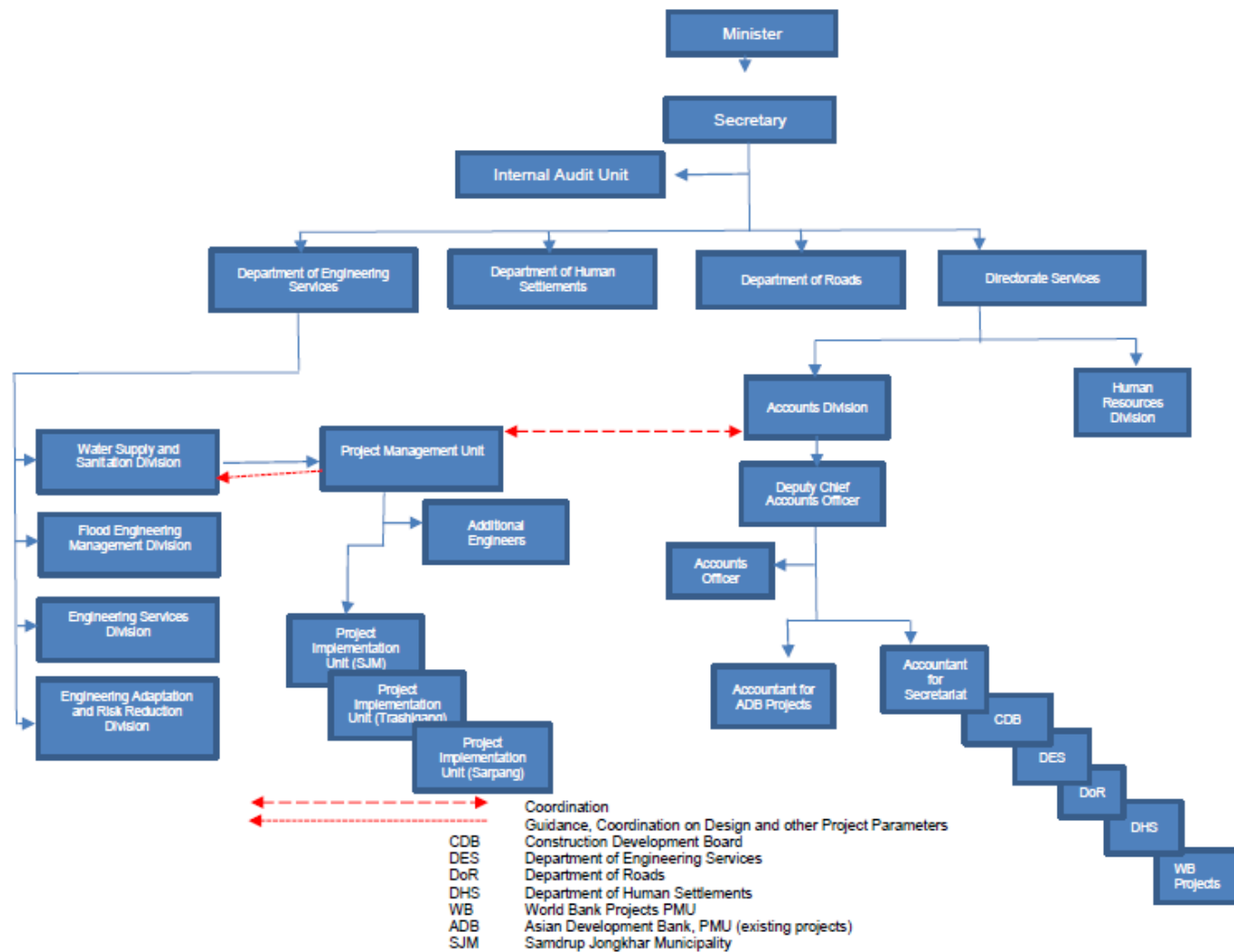
- (i) Coordinate and work with PIU for the conduct of public consultations and day-to-day monitoring of subproject implementation;
- (ii) Lead the conduct of training activities as per capacity development program discussed in this IEE, including the conduct of induction course for contractors covering all aspects of the EMP and GRM implementation;
- (iii) Ensure that IEEs are updated when there will be changes in scope or components or alignments under the subproject;
- (iv) Assist MOWHS and PMU in the following aspects:
 - a. ensuring overall compliance with government rules and regulations and other environmental requirements for the subproject;
 - b. ensuring that measures of climate change impacts are integrated in the design of subproject components; and
 - c. preparing the semi-annual environmental monitoring reports for ADB; and
- (v) Ensure disclosure of IEEs in locations accessible to the public and in form and language understood by the local stakeholders.

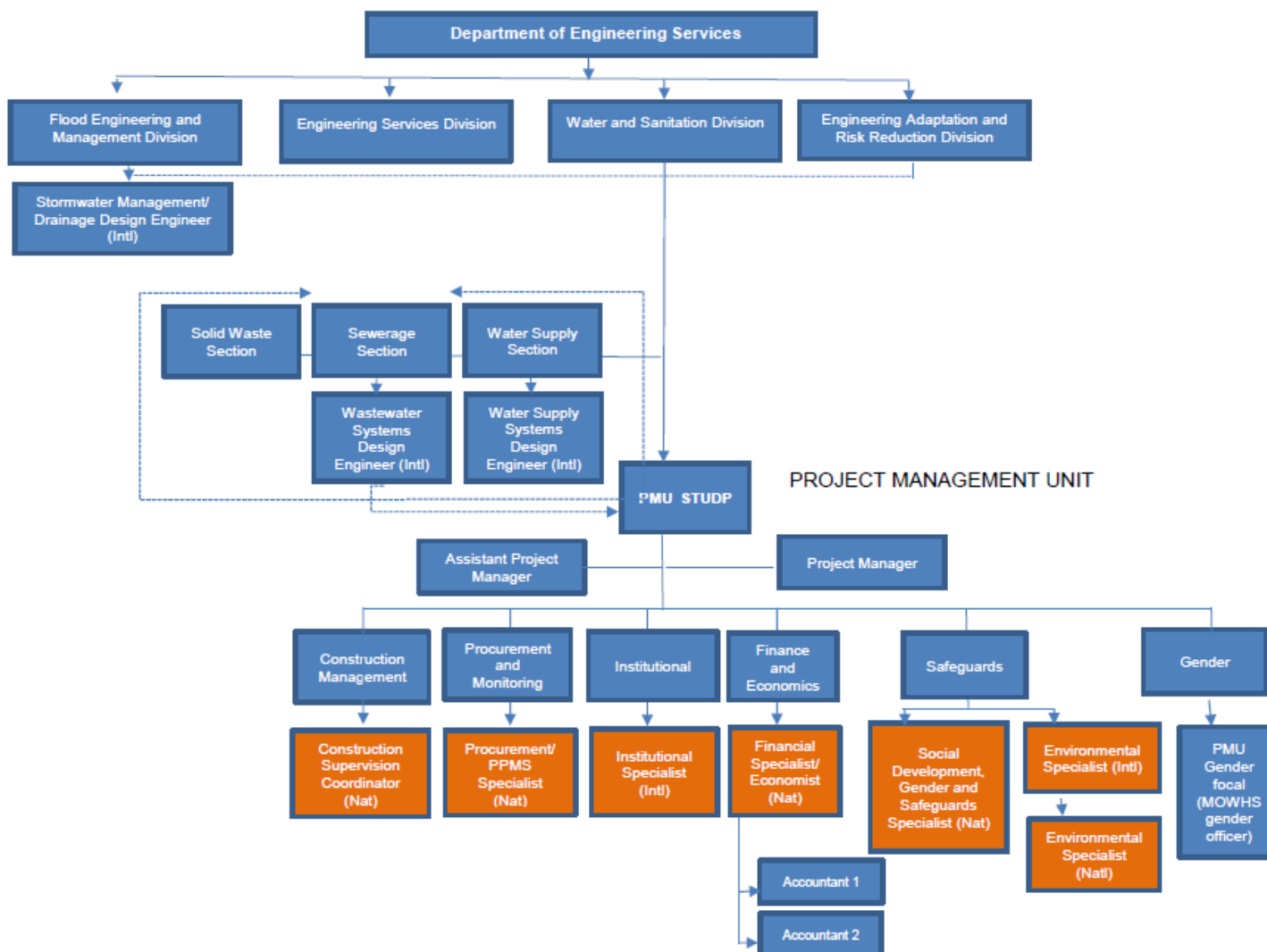
170. **Roles of the Sarpang PIU in environmental safeguards:**

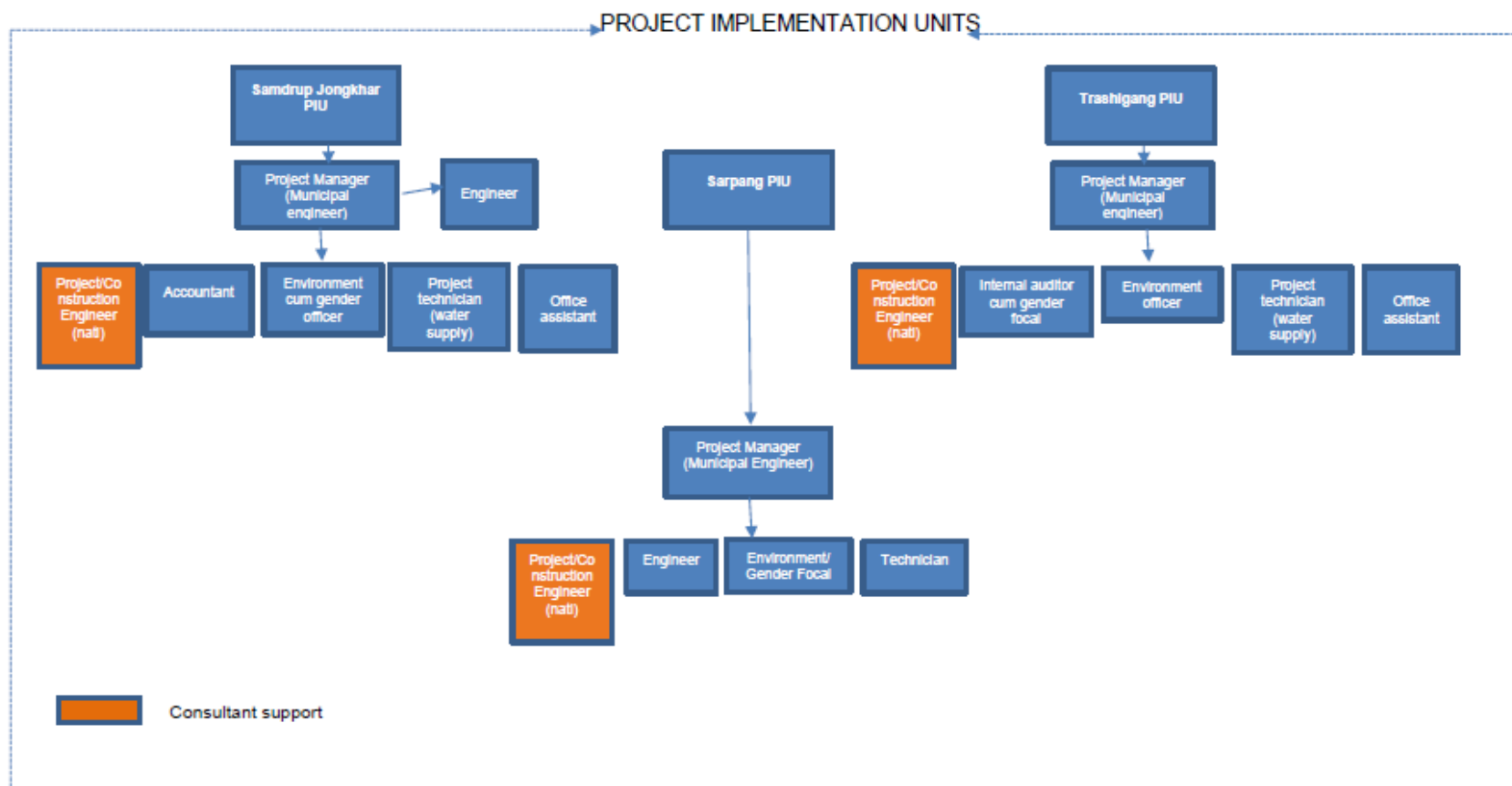
- (i) Oversee the effective implementation of the contractor's EMP (CEMP) by the contractor;
- (ii) Support implementation of the grievance redress mechanism and promptly address the complaints on environmental performance of the subproject during execution of the construction activities;

- (iii) With support from PMU and PMSC, conduct public consultations as a continuing activity during the implementation of the subproject; and
- (iv) With support from the contractors, prepare regular reports on the implementation of the EMP and submit to PMU.

Figure 14: Institutional Setup







171. **Roles of Contractor.** Overall, the contractor will have the following responsibilities:
- (i) Submit contractor's EMP (CEMP) based on the EMP outlined in this IEE;
 - (ii) Ensure compliance with all applicable legislation and the requirements of the CEMP;
 - (iii) Ensure implementation of the CEMP, including costs for survey, site establishment, preliminary activities, construction, defect liability activities, and environmental mitigation measures related to CEMP implementation during construction and post-construction phases;
 - (iv) Ensure that any sub-contractors or suppliers, who are utilized within the context of a contract, comply with the environmental requirements of the CEMP and EMP. The contractor will be held responsible for non-compliance on their behalf;
 - (v) In coordination with PMU and PIU, provide environmental awareness training to staff prior to any construction activities;
 - (vi) Borne the costs of any damages resulting from non-compliance with the CEMP and EMP; and
 - (vii) Appoint one full time environment and safety staff for implementation of EMP, community coordination, documentation of grievances received and resolutions at the project level in compliance with the project's GRM.

172. **Environmental Monitoring Reports.** During the construction period, the construction supervision consultants, together with the PIU, shall prepare monthly environmental monitoring reports to be submitted to MOWHS. The contractor shall submit to the PIU a monthly environmental monitoring report. Based on the monthly reports, the PMU with assistance from PMSC shall prepare semi-annual environmental monitoring reports (SEMRs), which shall be submitted by MOWHS to ADB. During post-construction/operation phase and until ADB issues a project completion report, MOWHS shall continue to submit SEMRs to ADB.²⁰ The template for SEMR is attached as Appendix 10.

173. **Corrective action plan.** In the event of non-compliance/s identified during the monitoring activities, contractor will prepare a time-bound corrective action plan and budget, and submit to PMU for approval. The approved corrective action plan will be additional basis for the subsequent monitoring activities. A copy of this approved corrective action plan will be included in next immediately due semi-annual environmental monitoring report of MOWHS to ADB.

174. **Implementation Schedule.** As presented in the project description, the subproject is scheduled to start in 2018 and to be completed in 2021. PMU shall ensure that construction contract provisions related to the EMP shall be included in the tendering stage.

175. **Clearances and Permits.** Under present Bhutan regulations, the PIU (Shechamthang) needs an Environmental Clearance from the NECS for the proposed Shechamthang roads and drainage subproject. An Environmental Clearance dated 10 January 2018 has been issued covering this subproject. A copy of the clearance is attached as Appendix 11.

176. **Other Environmental Costs.** Other environmental costs outside those borne by contractor are also expected. For example, securing the environmental clearances may also incur costs and these shall be borne by Shechamthang. The cost for periodic environmental monitoring activities during construction and operation phases is an annual recurring expense that shall be borne by Shechamthang (Sarpang thromde) as well.

²⁰ Para. 30 of ADB Operations Manual Section F1 states that "ADB's monitoring and supervision activities are carried out on an ongoing basis until a project completion report (PCR) is issued".

177. The costs for public consultations and information disclosure, and capacity building are major costs that are covered by the project.

178. **Defect Liability Period.** Consistent with contractor's responsibilities enumerated above, all monitoring during defect liability period of O&M phase will be conducted by contractor at its own cost. Any other additional costs will be at the expense of Sarpang PIU.

D. Capacity Development Program

179. The Project Management and Supervision Consultants (PMS) located within the PMU are responsible for all training activities on environmental awareness and management in accordance with both ADB and government requirements. Specific modules customized for the available skill set will be devised after assessing the capabilities of the target participants and the requirements of the project. The proposed training program²¹ along with the frequency of sessions is presented in Table 24.

Table 24: Training Program for Environmental Management

Items	Pre-Construction/ prior to construction	Construction	
Training Title	Orientation workshop	Orientation program/ workshop for contractors and supervisory staffs	Experiences and best practices sharing
Purpose	To aware the participants of the environmental safeguard requirements of ADB and Royal Government of Bhutan and how the project will meet these requirements	To build the capacity of the staffs for effective implementation of the designed EMPs aimed at meeting the environmental safeguard compliance of ADB and government	To share the experiences and best practices aimed at learning lessons and improving implementation of EMP
Contents	Module 1: Orientation on ADB Safeguards Policy Statement and Government of Bhutan Environmental Laws and Regulations Module 2: Environmental Assessment Process ADB environmental process, identification of impacts and mitigation measures, formulation of an environmental management plan (EMP), implementation, and monitoring requirements. Review of environmental assessment report to comply with ADB requirements. Incorporation of EMP into the project design and contracts	<ul style="list-style-type: none"> • Roles and responsibilities of officials/ contractors/ consultants towards protection of environment • Environmental issues during construction • Implementation of EMP • Monitoring of EMP implementation • Reporting requirements 	Experiences on EMP implementation – issues and challenges Best practices followed
Duration	1 day	1 day	1 day on a regular period to be determined by PMU, PIUs, and Consultants

²¹ This is an initial proposal. The Environment Specialist will design the program based on the assessment results.

Items	Pre-Construction/ prior to construction	Construction	
Participants	MOWHS, PMU, and PMU staffs (technical and environmental) involved in the project implementation	PMU/ PIUs Contractors	PMU /PIUs Contractors

IX. CONCLUSIONS AND RECOMMENDATIONS

180. The proposed urban roads under STUDP, will enable the development of new commercial town of Shechamthang and provide improved access to residents. These are expected to contribute in the improvement of socioeconomic condition in Shechamthang (Sarpang Thromde).

181. The environmental screening process has highlighted the environmental issues and concerns of the proposed Shechamthang roads and drainage subproject. The screening identified that the proposed sites are not within undisturbed landscapes because the proposed road alignments are within either residential, commercial, and agricultural landscapes. The proposed roads rights of way are part of the 30% of LAP area that was pooled together and donated for common facilities, such as roads and drainage systems. Hence, the proposed subproject is essentially not a new incursion to an ecologically untouched or protected zone.

182. Based on the screening for environmental impacts and risks, there are no significant negative environmental impacts and risks that cannot be mitigated. Consequently, this assessment concludes that the proposed roads and drainage subproject can be implemented in an environmentally acceptable manner. The potential adverse impacts that are associated with the design, construction, and operation can be mitigated to standard levels through integration of proper engineering designs and implementation of the EMP outlined in this IEE. The overall safeguards implementation arrangement is very comprehensive, well defined, and already in place. The training program for all the implementing stakeholders has already been outlined.

183. Therefore, as per ADB SPS, the categorization of Shechamthang roads and drainage subproject as Category B for Environment is confirmed. As such, no further environmental impact assessment is required.

184. The proposed roads and drainage subproject is hereby recommended for implementation with emphasis on the following conditions: (i) EMP of the subprojects shall be included in the design process; (ii) Contracts of design consultants shall have provisions requiring the consultants to consider EMP recommendations in the design process; (iii) Tendering process shall advocate environmentally responsible procurement by ensuring the inclusion of EMP provisions in the bidding and construction contract documents; (iv) Contractor's submittal of a CEMP shall be included in the construction contract conditions; (v) Contract provisions on operation of the GRM shall be included in construction contracts; (vi) MOWHS, with its functions, shall ensure that capability building shall be pursued; (vii) MOWHS shall continue the process of public consultation and information disclosure during detailed design and construction phases; and (viii) MOWHS shall update this IEE should there be any change in subproject scope, and submit to ADB for review and disclosure.

RAPID ENVIRONMENTAL ASSESSMENT - SHECHAMTHANG**Rapid Environmental Assessment (REA) Checklist****Instructions:**

- (i) The project team completes this checklist to support the environmental classification of a project. It is to be attached to the environmental categorization form and submitted to the Environment and Safeguards Division (SDES), for endorsement by Director, SDES and for approval by the Chief Compliance Officer.
- (ii) This checklist focuses on environmental issues and concerns. To ensure that social dimensions are adequately considered, refer also to ADB's (a) checklists on involuntary resettlement and Indigenous Peoples; (b) poverty reduction handbook; (c) staff guide to consultation and participation; and (d) gender checklists.
- (iii) Answer the questions assuming the "without mitigation" case. The purpose is to identify potential impacts. Use the "remarks" section to discuss any anticipated mitigation measures.

Country/Project Title: Bhutan: Secondary Towns Urban Development Project

Sector Division: Shechamthang LAP – Roads including Side Drains

Screening Questions	Yes	No	Remarks
A. PROJECT SITING			
IS THE PROJECT AREA ADJACENT TO OR WITHIN ANY OF THE FOLLOWING ENVIRONMENTALLY SENSITIVE AREAS?			
▪ CULTURAL HERITAGE SITE		√	
▪ PROTECTED AREA		√	
▪ WETLAND		√	
▪ MANGROVE		√	
▪ ESTUARINE		√	
▪ BUFFER ZONE OF PROTECTED AREA		√	
▪ SPECIAL AREA FOR PROTECTING BIODIVERSITY		√	
B. POTENTIAL ENVIRONMENTAL IMPACTS		√	
WILL THE PROJECT CAUSE...			
▪ encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	
▪ encroachment on precious ecology (e.g. sensitive or protected areas)?		√	

Screening Questions	Yes	No	Remarks
▪ alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	
▪ deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	
▪ increased local air pollution due to rock crushing, cutting and filling works, and chemicals from asphalt processing?	√		Temporary
▪ risks and vulnerabilities related to occupational health and safety (OHS) due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?		√	
▪ noise and vibration due to blasting and other civil works?	√		Temporary
▪ dislocation or involuntary resettlement of people?		√	
▪ dislocation and compulsory resettlement of people living in right-of-way?		√	
▪ disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	
▪ other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?		√	
▪ hazardous driving conditions where construction interferes with pre-existing roads?		√	
▪ poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?		√	Expert labor screened for contagious diseases before issuing work permit by the concerned authority
▪ creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	
▪ accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?		√	

Screening Questions	Yes	No	Remarks
▪ increased noise and air pollution resulting from traffic volume?	√		Temporary and minimal
▪ increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	
▪ social conflicts if workers from other regions or countries are hired?		√	
▪ large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?		√	Minimal
▪ risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	
▪ community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.		√	

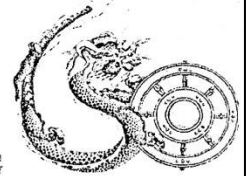
SHECHAMTHANG ANNOUNCEMENT ON PUBLIC CONSULTATION



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རྒྱལ་ཁབ་འདུག་རྒྱུ་ལྷན་ཁུངས་།

ROYAL GOVERNMENT OF BHUTAN
DZONGKHAG ADMINISTRATION, SARPANG

Dzongkhag Engineering Section



Ref: SD/Zorig-20/2016-2017/142.00

Dated: 13.2.2017

The Commercial Manager,
Advertisement Department,
BBS, Thimphu

Sub:- Announcement.

Sir,

Please kindly arrange to broadcast in BBS TV as well as in radio for the below mentioned announcement for a duration of three days commencing from today. The subject is as entailed below:-

Announcement theme: ADB 8551-BHU project is earmarked for Schechamthang Town under Sarpang Dzongkhag. Before the project steps inn, there is a need to conduct social and environmental assessment of the proposed project in which public consultation is must. Hence, all the landowners under the Schechamthang precinct are requested to attend the meeting on 17.2.2017 at 9.00 AM sharp for public consultative meeting. The venue of the meeting will be in RNR meeting hall under Gakidling Geog. No complaints shall be entertained if you fail to attend the meeting.

The bill may be submitted to the undersigned for settlement please.

Thanking you,

Yours sincerely,

Dawala
(Dzongdag)

Copy to:-

1. The Finance Officer, DAS for information and necessary action.
2. The Gup, Gakidling Geog to inform all the public to attend the meeting.

PABX-365173, FAX-365145, Dzongdag-365100, Dzongrab-365194, Adm-365264, HRO-365230, Finance-365263, DE-365168, Census Officer-365102, Planning Officer-365146, DEO-365277, LRO-365184, RNR-365174, DMO-365120, DHSO-365159.

MINUTES OF PUBLIC CONSULTATION FOR SOCIAL AND ENVIRONMENT SAFEGUARDS AND ASSESSMENT IN SHECHAMTHANG

DOCUMENTATION OF PUBLIC CONSULTATION HELD ON 17 FEBRUARY 2017
Location: RNR Conference Hall, Gakidling Gewog, Shechamthang, Sarpang, Bhutan

List of Participants Stakeholders/Participants:

- Total of 65 participants from the public were present at the meeting.
- Tashi Chophel, Municipal Engineer.
- Consultants from Lahmeyer IDP Consult and PRCS.

Agenda

9:00 - 9:15	Registration	Secretariat
9:15 - 9:30	Welcome Address	Tashi Chhophel, Municipal Engineer
9:30 - 9:45	Introduction of Participants	Sangay Wangdi, Social Assistant
9:45 - 10:45	Presentation of Proposed Sub-Projects at Schechamthang, Sarpang	Tashi Chhophel, Municipal Engineer
10:45 - 11:45	Open Forum	Rajesh Pradhan, Chhimi Dorji and others
11:45 - 12:00	Thank you	Nyrh Cabance, Environmental Specialist
12:00 - 12:15	Closing Remarks	Tashi Chhophel, Municipal Engineer

Brief Minutes of the Public Consultation

Opening/Presentation:

The public consultation/meeting started at 9:30 A.M. Mr. Tashi Chophel, Municipal Engineer (ME) welcoming the participants and thanked them for positively responding to the Dzongkhag's invitation.

The Municipal Engineer (ME) presented the detailed aspects of the proposed Project and the current status of the Project at Schechamthang. He also went through the list of Affected Persons and checked if all affected persons are there which was confirmed.

Mr. Sangay Wangdi from the Social consultation team also thanked the participants and introduced the team members.

Comments, Views, Issues and Concerns:

1. All participants are aware of the Project and mentioned that they are in complete support of project. The Project site had already been visited by His Majesty the King and Hon'ble Minister of MOWHS among others.

2. It was also confirmed that the Land Pooling Agreement had been drawn with all land owners in the area with their willingness. Upon questioning, it was clarified by the public that the Land Pooling was agreed due to the benefits of the Project such as road access, water supply and also with possibility of getting higher land values.
3. Members of the community present also provided their support and commitment to the Project and raised no negative issue with the proposed Project.
4. Further, consultations asked for following questions and discussions transpired as below.

Name/ Organization	Question	Response
Consultants	Does the local person support the proposed Project?	All participants pledged to give their full support for the said Project for everybody's welfare.
Consultants	Any critical issue or concern by the local people regarding the Project	None.
Consultants	Any critical issue or concern by the local people regarding the Project	No issues or concerns.
Consultants	Any loss of residential or commercial structures due to the Project	Yes, being dealt separately by the District and separate surveys shall be conducted for all impacted households.
Consultants	Any loss of Community life (like market place, public playground) or Community Activities that will be affected?	Besides the land pooling, no private land will be used for any such purpose
Consultants	Would there be land acquisition that would result in resettlement, or would affect parks, forest, etc.?	Besides the land pooling, no private land will be used for any such purpose
Consultants	Will the Project location adversely affect water resources?	No issues or concerns are foreseen.
Consultants	Any other issues you want to share (security, cooperation from local communities)?	We are happy to collaborate and contribute.
Consultants	Any Cultural or Sacred sites in the proposed township	No such places of worship or sacred sites exist.

LIST OF PARTICIPANTS TO THE SHECHAMTHANG PUBLIC CONSULTATION

Public Consultation for Social and Environment Safeguards and Assessment.

ADB PPTA-8551 BHUTAN:
IMPROVED URBAN ENVIRONMENTAL INFRASTRUCTURE PROJECT

Venue: RNR meeting Hall Galdung Goo ATTENDANCE SHEET Date: 2/03/2017

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
1	Dawa Tshering	M	37	ECB	17616166	
2	<u>Wangmo</u>	F	62	<u>Wangmo</u>	<u>17616166</u>	
3	Tshewang Khama	F	56	Farmer	17949116 Shechamthang	
4	Dil Bdr Rai	M	59	Farmer	17611608 "	
5	Boran Rai	M	34	Driver Gany.	17608040 "	
6	Jit Kumari Mangas	F	47	Farmer / house	17612168 helay/kephing	
7	Paspa Rai	M	47	Farmer	17856841 Shechamthang	
8	Kiran Rai	F	25	"	17808913 Rani bazar	
9	Chang Zangpa	M	63	"	17701632 Shechamthang	
10	Jit bdr Rai	M	63	"	Rani bazar	

Page 1 of 4

Public Consultation for Social and Environment Safeguards and Assessment.

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
11	Pangar	M	74	Farmer	17721825 Shechamthang	
12	Rup Narine	M	61	Farmer	17674964 Shechamthang	
13	Sunaba Rai	F	36	"	17538124 Rani bazar	
14	Hun Haya Tiwari	F	42	"	17732679 Shechamthang	
15	Haron bdr Rai	M	47	"	17802205 (Hun Rai)	
16	Kanjula	F	64	"	17932697 Shechamthang	
17	Bhim bdr Rai	M	83	"	17668346 Rani bazar	
18	Mohendra Suberi	M	50	"	17376953 Orachina	
19	Hema Rai	F	58	Teacher	17118586 Rani bazar	
20	Nam bdr Rai	M	49	Farmer	17928422 Rani bazar	
21	Pudens bdr Guragai	M	52	"	17513534 Dugchuan	
22	Rai bdr Rai	M	83	"	Rani bazar	
23	Pasang Norbu Shapa	M	37	CBCL Department	Pangbang	

Page 2 of 4

Public Consultation for Social and Environment Safeguards and Assessment.

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
24	Iik Gurung	M	57	Business	17172990 Golephu	
25	Jeta Kumar Rai	M	41	Farmer	17689400 Golephu	
26	Dargi Haya Rai	F	46	Business	1710719 Orachina	
27	Karnu Chagay	M	74	Police Officer	17652609 Golephu	
28	Sangay	M	62	Business	17625827 Shechamthang	
29	Pohet parata	M	37	Business / shop	17659950 Shechamthang	
30	Dansati Chhetri	F	60	housewife / F	"	
31	Jadu Rai	F	35	"	17698023 "	
32	Jigme Norang	M	33	Farmer	17422492 "	
33	Pam Gyeltshen	M	40	"	17404619 "	
34	Norag Mangas	F	56	"	17891895 Menchuling	
35	Ganga Haya Rai	F	33	NFE center	-	
36	Ganga Ram Pasnet	M	63	Farmer	Kambari	

Page 3 of 4

Public Consultation for Social and Environment Safeguards and Assessment.

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
37	Sabeen Jeangar	M	56	Farmer	17909158	
38	Sobi Panda	F	67	Business / Chap	17674980	
39	Kamala Thapa	F	72	—	17319017	
40	Manoj Singh Rai	M	41	house w. P.	17615692	
41	Karna Bdr Gurung	M	50	Govt. Serv	17626892	
42	Dok Thapa	F	25	—	17888047	
43	Mangal Rai	M	53	Farmer	17539759	
44	Tek Bdr Rai	M	64	Farmer	—	
45	Dalaj Rana Adhikari	M	74	//	15675019	
46	Shruti Sharma And Kumar	F/M	28	Thang	17640457	
47	Dhan Bdr Parag	M	57	Farmer	17872900	
48	Rabi Lal	M	63	//	17404846	

Page 4 of 4

Public Consultation for Social and Environment Safeguards and Assessment.

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
49	Gopal Khatri	M	57	Business	17557765	
50	Purna Rai	M	55	Business	77560982	
51	Tanya Sharma	M	49	"	17879461	
52	Atma Dangi Sharma	M	41	Farmer	17579376	
53	Purna Rana Sharma	M	47	"	17428529	
54	Baghi Prasad Rukhrai	M	55	Business / Shop	17758358	
55	Jeeba Dangi	F	50	Teacher	176417312	
56	Tehang Phantou	M	49	Govt Serv	17288219	
57	Mani Moya Rai	F	53	Business Chap	17466510	
58	Ran Bdr Pithay	M	51	Margay	17860974	
59	Rajna Pradhan	M	57	AG - 71-85-51	17602661	
60	Bela Pradhan	M	24	-d-	17722710	

Page 2 of 7

Public Consultation for Social and Environment Safeguards and Assessment.

	PRINTED NAME	SEX F/M	AGE	VILLAGE/ ORGANIZATION/FIRM & DESIGNATION	CONTACT NUMBER/S & EMAIL ADDRESS	SIGNATURE/ THUMB PRINT
61	Anvita Mongar	F	30	Farmer	17764904	
62	Kamal Kumar Rai	F	62	Farmer	—	
63	Parman Pradhan	M	69	Farmer	1788325	
64	Charan Moya Thakral	F	49	Business	17404809	
65	Rudika Karki	F	70	house wife / Farmer	—	
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Page 3 of 7

SHECHAMTHANG PUBLIC CLEARANCE

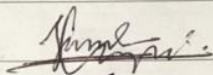
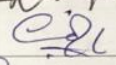
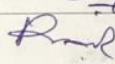
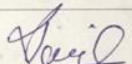
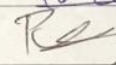

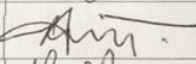
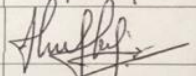
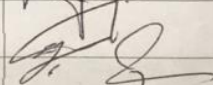
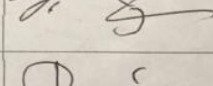
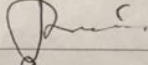

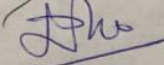


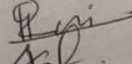

NO OBJECTION FROM THE PUBLIC (SOCIAL CLEARANCE)

This is based on our experience and presence in the public consultation held on 17/02/2017 at Gakiling Gewog Office, Shechantang, Sarbang.

We certify that the undersigned are fully aware and clearly understood the implications of the proposed Development of Shechangthang Local Area Plan of the Sarbang Dzongkhag Administration, and Ministry of Works and Human Settlements.

Hence, we the following certify that there are no objection whatsoever to the undertaking of the said project and the public are in favour of the proposed project.

Done in Shechangtang, Gakiling Gewog Office, this day; 17/02/2017.

	Printed Name	Position/Office	Signature
1.	Jigmi Namgay	farmer	
2.	Abu Rai	farmer	
3.	Rachnam	farmer	
4.	Jit Bhangrai	farmer	
5.	Pema Gyitchen	"	
6.	Ganga Naya Rai	"	
7.	Jit Kumar Mergar	"	
8.	Purnima Rai	"	
9.	Sangay Penjor	"	
10.	Sangay	"	
11.	Rabirai Rai	"	
12.	Indu Rai		
13.	Meena Rai	Teacher	
14.	Padam Bato Guragai	—	
15.	Nonmaya Tiwari	—	
16.	Bhikam Bdr Rai	—	
17.	Bansita Mongar	—	

PHOTOGRAPHS OF SHECHAMTHANG PUBLIC CONSULTATION

GRIEVANCE REDRESS MECHANISM AND GRIEVANCE REDRESS COMMITTEE NOTIFICATION



དཔལ་ལྷན་འབྲུག་གཞུང་། རབ་མ་རྟོག་ལྷན་ཁག།
ROYAL GOVERNMENT OF BHUTAN
MINISTRY OF WORKS & HUMAN SETTLEMENT
DEPARTMENT ENGINEERING SERVICES
THIMPHU: BHUTAN

"Construction Industry: Solutions through innovation and improved technology"

DES/PMU/ ADB-8551/8 195

4.12. 2017

The Director,
Urban Development and Water Division,
South Asia Department,
Asian Development Bank
6 ADB Avenue, Mandaluyong City
1550 Metro Manila, Philippines

Sub: **Grievance Redress Mechanism**

Dear Sir,

The Ministry of Works and Human Settlement would like to inform that the Grievance Redress Mechanism (GRM) has been established in the Ministry and in the Project Implementation Units. The objective of the establishment of the GRM is to redress the social, environmental and other grievances of the aggrieved persons during the implementation of the Secondary Towns Urban Development Project (STUDP) BHU-8551. The flow chart, structure of the GRM committee, the procedure that would be followed is attached.

This is as per the agreement reached with the ADB during the mission from 13th November to 17th November 2017.

Thank you,

Yours sincerely,


(Phuntsho Wangdi)
Secretary

Cc:

1. Dasho Dzungda Trashigang and Sarpang Dzungkhag
2. The Executive Secretary Samdrup Jongkhar Thromde, Samdrup Jongkhar
3. Director, Department of Engineering Services, MoWHS, Thimphu
4. Shinjini Mehta, Urban Development Specialist, SAUW, ADB, Manila, Philippines.
5. Chief Engineer, WSD, DES
6. Project Manager, ADB-8551, WSD, DES

Grievance Redress Mechanism, STUDP

Flow chart:

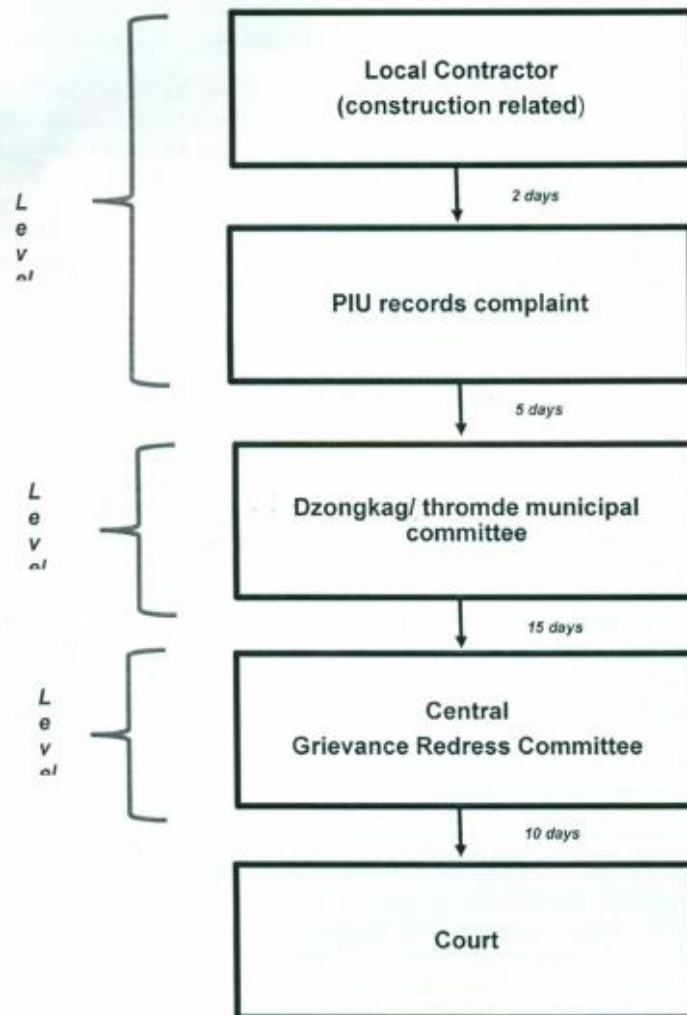


Figure 1: Grievance Redress Mechanism, STUDP

Procedure and composition of GRM Committee

1. The Project Grievance Redress Mechanism follows a tiered system, starting at the local level. The GRM structure has been agreed with the concerned agencies and a notification of the GRM structure and composition has been provided by the Ministry of Works and Human Settlements (MOWHS)

). The GRM will ensure that grievances and complaints regarding land acquisition, compensation and resettlement or other social and environmental issues will be addressed in a timely and satisfactory manner. People in the towns will be made aware of their rights and the detailed procedures for filing of grievances. PIUs will be undertaking outreach activities to make people aware of the GRM and will be published on the thromde/ dzongkhag and MOWHS websites. GRM will also be displayed at notice boards in the PIU offices.

2. **First level of GRM.** Aggrieved persons may first approach the contractor's site representative/ project manager in case of complaints related to construction related nuisances. The complaint must be recorded in the site register and contractor should provide a resolution to the complaint within 2 days. In case, the complaint is not resolved at this level, the aggrieved persons can then file a complaint with the PIU office. Aggrieved persons are entitled to lodge complaints regarding any aspect of the land acquisition, entitlements, benefits or rates of payment as well as any project related social or environmental issues. Complaints can be made verbally or in written form. Complaints made to the PIU should be resolved within 3 days. All complaints must be recorded by the PIU, including actions taken to resolve the complaint. Complaints, their nature and resolution should be mentioned in the quarterly progress reports.

3. **2nd level of GRM:** At this level, the PIU Manager/Municipal level will coordinate with the Dzongkhag/ thromde municipal Committee which should be in place prior to project implementation. This committee will be comprised of : (i) Dzongda (district administrator) or thompon (mayor) as Chairman; (ii) municipal engineer (PIU Project managers) as Member secretary; (iii) District engineers; (iii) district/ municipal planning officer; (iv) district/ municipal legal officer; (v) district/ municipal environmental officer; (vi) district/ municipal land record officer, (vii) town representatives (elected); and (viii) gender focal person of PIUs; The aggrieved person / or the representative who filed the complaint will be called to present his case and deliberation on the case will be done through proper hearing or mediation. It will be the responsibility of the dzongkhag/ thromde committee to resolve the issue within 15 days from the date the complaint is received. Minutes of meeting of the Dzongkhag/ thromde committee meeting will be kept and resolution provided will be recorded for purposes of project monitoring.

4. If the complaint is unresolved at this level, the PMU, PIU or the District Administrator will inform the aggrieved person accordingly and assist them in elevating the complaint to the PMU/ Central Grievance Committee.

5. **3rd level of GRM.** Grievances not redressed at the Dzongkhag/ thromde municipal committee within 15 days will be brought to the Central Grievance Redress Committee at MOWHS level. The Central Grievance Redress Committee will comprise of: (i) Secretary, MOWHS (Chairman); (ii) Director, DES (Member secretary); (iii) Project manager, PMU; (iv) Project coordinator, PMU; (v) Water and Sanitation Division chief; (vi) legal officer, MOWHS; (viii) environmental officer, MOWHS; (ix) gender officer (MOWHS); (x) representatives from local NGOs; It will be the responsibility of the Central committee to resolve the issue within 10 days from the date the complaint is received. In the event, the grievance is still not resolved; the matter may be elevated by the aggrieved person to an appropriate court of law. The court will have the final authority to approve or reject the case. Aggrieved persons may seek recourse through legal system at any stage of the GRM process.

Composition of Dzongkhag/ thromde

Municipal Committee:

Chairman – Dzongda (district administrator)/ thompon (mayor)

Member – secretary- municipal engineer (PIU PMs)

Other members - district engineers, planning officer, legal officer, environmental officer, land record officer, town representative (elected), gender focal person, .

Composition of central Grievance Redress

Committee

Chairman – Secretary, MOWHS

Member secretary – Director, DES

Other members- PMU, PM, Project coordinator; WSD chief, legal officer, environmental officer, gender officer (MOWHS) representatives from NGOs

SAMPLE GRIEVANCE REDRESS FORM

The _____ Project welcomes complaints, suggestions, queries, and comments regarding project implementation. We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback.

Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing *(CONFIDENTIAL)* above your name. Thank you.

Date		Place of Registration			
Contact Information/Personal Details					
Name		Gender	* Male * Female	Age	
Home Address					
Place					
Phone no.					
E-mail					
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where, and how) of your grievance below:					
If included as attachment/note/letter, please tick here:					
How do you want us to reach you for feedback or update on your comment/grievance?					

FOR OFFICIAL USE ONLY

Registered by: (Name of Official registering grievance)	
Mode of communication: Note/Letter E-mail Verbal/Telephonic	
Reviewed by: (Names/Positions of Officials Reviewing Grievance)	
Action Taken:	
Whether Action Taken Disclosed:	Yes No
Means of Disclosure:	

TERMS OF REFERENCE – ENVIRONMENTAL SPECIALISTS TO SUPPORT PROJECT MANAGEMENT UNIT AND PROJECT IMPLEMENTATION UNITS

Environmental Specialist (International)

She/he will have preferably a post-graduate degree in environmental sciences or equivalent, with 10 years' experience in environmental safeguards and in overseeing of project implementation/monitoring/compliance. She/he should be conversant with national environmental regulations and ADB safeguard requirements. The candidate should possess good communication (oral and written), interpersonal and teamwork skills. Experience working in in South Asia is preferred.

He/she will work closely with his/her national counterpart.

The duties and tasks of the Environmental Specialist include, but not limited to:

- i. Ensure that all ADB and/or the government's safeguard and environment regulations/statutory requirements and related issues are properly incorporated into the design and implementation phases of the project;
- ii. Update the initial environmental examination (IEE) and environmental management plan (EMP) during detailed design stage, where necessary;
- iii. Implement a system for monitoring the environmental safeguards, prepare indicators for monitoring the important parameters of the safeguards (for inclusion in the PPMS) (reflected in the IEE);
- iv. Work with the Institutional Specialist in preparing a Training Plan, incorporate all training requirements to ensure no duplication of efforts and to maximize available resources;
- v. Conduct an orientation workshop for the MOWHS, and Thromde/Dzongkag officials involved in the project implementation on ADB Safeguards Policy Statement, Royal Government of Bhutan environmental laws and regulations, and environmental assessment process;
- vi. Train contractors and PIU, preparing them on EMP implementation, environmental monitoring requirements related to mitigation measures, and taking immediate action to remedy unexpected adverse impacts or ineffective mitigation measures found during the course of implementation;
- vii. Monitor compliance with all government rules and regulations regarding site and environmental clearances as well as any other environmental requirements (e.g., permits), as relevant;
- viii. Oversee implementation of the EMP during construction, including environmental, health and safety monitoring of contractors;
- ix. Coordinate with the safeguard specialist and PIUs on mitigation measures involving the community and affected persons;
- x. Take corrective actions when necessary to ensure no environmental impacts;
- xi. With the national counterpart, review compliance reports by contractors and submit regular environmental monitoring reports to the PMU PM;
- xii. Work with the national counterpart in the setting up and implementation of Grievance Redress Mechanism as reflected in the IEE; and
- xiii. Ensure timely preparation and submission of compliance reports related to the environmental safeguard details during the implementation phase which maybe (but not necessarily limited to) semi-annual environmental Monitoring Reports, and such details related to the project completion reports, etc.

Environmental Specialist (National) - recruited through Project Management and Supervision Consultant

S/he will have preferably a post-graduate degree in environmental sciences or equivalent, with 8 years' experience in environmental safeguards and in overseeing of project implementation/monitoring/compliance. She/he should be conversant with national environmental regulations and ADB safeguard requirements. The candidate should possess good communication (oral and written), interpersonal and teamwork skills.

He/she will work closely with his/her international counterpart who will be hired as an individual consultant.

The duties and task of the Environmental Specialist includes, but not limited to:

- i. Help ensure that all ADB and/or Government safeguard and environment regulations/statutory requirements and related issues are properly incorporated into the design and implementation phases of the project;
- ii. Assist in updating the initial environmental examination (IEE) and environmental management plan (EMP) during detailed design stage;
- iii. Include the EMP in bidding documents and civil works contracts;
- iv. Implement system for monitoring the environmental safeguards, assist in preparing indicators for monitoring the important parameters of the safeguards for inclusion in the PPMS (reflected in the IEE);
- v. Work with the Institutional Specialist in preparing a Training Plan, assist in incorporating all training requirements to ensure no duplication of efforts and to maximize available resources;
- vi. Organize an orientation workshop for the MOWHS, and Thromde/Dzongkhag officials involved in the project implementation on ADB Safeguards Policy Statement, THE Royal Government of Bhutan environmental laws and regulations, and environmental assessment process;
- vii. Assist in obtaining (and renewing) necessary environmental clearances for projects prior to commencement of construction works;
- viii. Assist in the training of contractors and PIU, preparing them on EMP implementation, environmental monitoring requirements related to mitigation measures, and taking immediate action to remedy unexpected adverse impacts or ineffective mitigation measures found during the course of implementation;
- ix. Enforce and monitor compliance with all government rules and regulations regarding site and environmental clearances as well as any other environmental requirements (e.g., permits), as relevant;
- x. Oversee implementation of the EMP during construction, including environmental, health and safety monitoring of contractors;
- xi. Coordinate with the safeguard specialist and PIUs on mitigation measures involving the community and affected persons;
- xii. Take corrective actions when necessary to ensure no environmental impacts; and
- xiii. Assist in reviewing compliance reports by contractors and submit regular environmental monitoring reports to the PMU PM and any other compliance reports related to the environmental safeguard details during the implementation phase and such details related to the project completion reports, etc.

- A. Address any grievances through the grievance redress mechanism in a timely manner as per the IEEs. Prepare record of such grievances for inclusion in the quarterly progress reports.
- B. Prepare compliance reports related to environmental safeguards during the implementation phase which maybe (but not necessarily limited to) monthly and quarterly reports, semi-annual environmental safeguards monitoring reports, and such details related to the project completion reports etc.
- C. Any other works assigned by PMU/PIU.

TEMPLATE FOR SEMI-ANNUAL ENVIRONMENTAL MONITORING REPORT

Introduction

- Overall project description and objectives
- Environmental category as per ADB Safeguard Policy Statement, 2009
- Environmental category of each subproject as per national laws and regulations
- Project Safeguards Team

Name	Designation/Office	Email Address	Contact Number	Roles
1. PMU				
2. PIUs				
3. Consultants				

- Overall project and sub-project progress and status
- Description of subprojects (package-wise) and status of implementation (preliminary, detailed design, on-going construction, completed, and/or O&M stage)

Package Number	Components/ List of Works	Contract Status (specify if under bidding or contract awarded)	Status of Implementation (Preliminary Design/Detailed Design/On-going Construction/Completed/O&M) ^a	If On-going Construction	
				%Physical Progress	Expected Completion Date

^a If on-going construction, include %physical progress and expected date of completion.

Compliance status with National/State/Local statutory environmental requirements^a

Package No.	Subproject Name	Statutory Environmental Requirements^b	Status of Compliance^c	Validity if obtained	Action Required	Specific Conditions that will require environmental monitoring as per Environment Clearance, Consent/Permit to Establish^d

^a All statutory clearance/s, no-objection certificates, permit/s, etc. should be obtained prior to award of contract/s. Attach as appendix all clearance obtained during the reporting period. If already reported, specify in the “remarks” column.

^b Specify (environmental clearance, permit/consent to establish, forest clearance, etc.).

^c Specify if obtained, submitted and awaiting approval, application not yet submitted.

^d Example: Environmental Clearance requires ambient air quality monitoring, Forest Clearance/Tree-cutting Permit requires 2 trees planted for every tree cut, etc.

Compliance status with environmental loan covenants

No. (List schedule and paragraph number of Loan Agreement)	Covenant	Status of Compliance	Action Required

Compliance status with the environmental management plan (refer to EMP tables in approved IEE/s)

- Confirm if IEE/s require contractors to submit site-specific EMP/construction EMPs. If not, describe the methodology of monitoring each package under implementation.

Package-wise IEE Documentation Status

Package Number	Final IEE based on Detailed Design				Site-specific EMP (or Construction EMP) approved by Project Director? (Yes/No)	Remarks
	Not yet due (detailed design not yet completed)	Submitted to ADB (Provide Date of Submission)	Disclosed on project website (Provide Link)	Final IEE provided to Contractor/s (Yes/No)		

- For each package, provide name/s and contact details of contractor/s' nodal person/s for environmental safeguards.

Package-wise Contractor/s' Nodal Persons for Environmental Safeguards

Package Name	Contractor	Nodal Person	Email Address	Contact Number

- With reference to approved EMP/site-specific EMP/construction EMP, complete the table below:

Summary of Environmental Monitoring Activities (for the Reporting Period)^a

Impacts (List from IEE)	Mitigation Measures (List from IEE)	Parameters Monitored (As a minimum those identified in the IEE should be monitored)	Method of Monitoring	Location of Monitoring	Date of Monitoring Conducted	Name of Person Who Conducted the Monitoring
Design Phase						
Pre-Construction Phase						
Construction Phase						
Operational Phase						

^a Attach Laboratory Results and Sampling Map/Locations.

Overall Compliance with Contractor's Environmental Management Plan or Environmental Management Plan

No.	Subproject Name	EMP/CEMP Part of Contract Documents (Y/N)	CEMP/ EMP Being Implemented (Y/N)	Status of Implementation (Excellent/Satisfactory/ Partially Satisfactory/ Below Satisfactory)	Action Proposed and Additional Measures Required

Approach and methodology for environmental monitoring of the project

- Briefly describe the approach and methodology used for environmental monitoring of each sub-project.

Monitoring of environmental IMPACTS on PROJECT SURROUNDINGS (ambient air, water quality and noise levels)

- Discuss the general condition of surroundings at the project site, with consideration of the following, whichever are applicable:
 - Confirm if any dust was noted to escape the site boundaries and identify dust suppression techniques followed for site/s.
 - Identify if muddy water is escaping site boundaries or if muddy tracks are seen on adjacent roads.
 - Identify type of erosion and sediment control measures installed on site/s, condition of erosion and sediment control measures including if these are intact following heavy rain;
 - Identify designated areas for concrete works, chemical storage, construction materials, and refueling. Attach photographs of each area in the Appendix.
 - Confirm spill kits on site and site procedure for handling emergencies.
 - Identify any chemical stored on site and provide information on storage condition. Attach photograph.
 - Describe management of stockpiles (construction materials, excavated soils, spoils, etc.). Provide photographs.
 - Describe management of solid and liquid wastes on-site (quantity generated, transport, storage and disposal). Provide photographs.
 - Provide information on barricades, signages, and on-site boards. Provide photographs in the Appendix.
 - Indicate if there are any activities being under taken out of working hours and how that is being managed.
- Briefly discuss the basis for environmental parameters monitoring.
- Indicate type of environmental parameters to be monitored and identify the location.
- Indicate the method of monitoring and equipment used.
- Provide monitoring results and an analysis of results in relation to baseline data and statutory requirements.

As a minimum the results should be presented as per the tables below.

Air Quality Results

Site No.	Date of Testing	Site Location	Parameters (Government Standards)		
			PM10 µg/m3	SO2 µg/m3	NO2 µg/m3

Site No.	Date of Testing	Site Location	Parameters (Monitoring Results)		
			PM10 µg/m3	SO2 µg/m3	NO2 µg/m3

Water Quality Results

Site No.	Date of Sampling	Site Location	Parameters (Government Standards)					
			pH	Conductivity µS/cm	BOD mg/L	TSS mg/L	TN mg/L	TP mg/L

Site No.	Date of Sampling	Site Location	Parameters (Monitoring Results)					
			pH	Conductivity µS/cm	BOD mg/L	TSS mg/L	TN mg/L	TP mg/L

Noise Quality Results

Site No.	Date of Testing	Site Location	LA _{eq} (dBA) (Government Standard)	
			Day Time	Night Time

Site No.	Date of Testing	Site Location	LA _{eq} (dBA) (Monitoring Results)	
			Day Time	Night Time

Grievance Redress Mechanism

- Provide information on establishment of grievance redress mechanism and capacity of grievance redress committee to address project-related issues/complaints. Include as appendix Notification of the GRM (town-wise if applicable).

Complaints Received during the Reporting Period

- Provide information on number, nature, and resolution of complaints received during reporting period. Attach records as per GRM in the approved IEE. Identify safeguards team member/s involved in the GRM process. Attach minutes of meetings (ensure English translation is provided).

SUMMARY OF KEY ISSUES AND REMEDIAL ACTIONS

- Summary of follow up time-bound actions to be taken within a set timeframe.

APPENDIXES

- Photos
- Summary of consultations
- Copies of environmental clearances and permits
- Sample of environmental site inspection report
- all supporting documents including **signed** monthly environmental site inspection reports prepared by consultants and/or contractors
- Others

SAMPLE ENVIRONMENTAL SITE INSPECTION REPORT

Project Name
Contract Number

NAME: _____ DATE: _____
TITLE: _____ DMA: _____
LOCATION: _____ GROUP: _____

WEATHER CONDITION:

INITIAL SITE CONDITION: _____

CONCLUDING SITE CONDITION:

Satisfactory _____ Unsatisfactory _____ Incident _____ Resolved _____ Unresolved _____

INCIDENT:
Nature of incident:

Intervention Steps:

Incident Issues

Resolution

Project Activity Stage	Survey	
	Design	
	Implementation	
	Pre-Commissioning	
	Guarantee Period	

Inspection

Emissions	Waste Minimization			
Air Quality	Reuse and Recycling			
Noise pollution	Dust and Litter Control			
Hazardous Substances	Trees and Vegetation			
Site Restored to Original Condition	Yes		No	

Signature

Sign off

ENVIRONMENTAL CLEARANCE



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 ROYAL GOVERNMENT OF BHUTAN
 DZONGKHAG ADMINISTRATION
 SARPANG

Environment Section

SD/Env-01/2017-18/ 1149

Date: 10/01/2018

To
 Municipal Engineer
 Sarpang Dzongkhag

Sub: Environmental Clearance

As per the authority granted by the National Environment Commission (NEC) under the listed activities that the competent authority shall screen and issue Environment Clearance 2016, the Dzongkhag Environment Committee (DEC) is pleased to **issue Environment Clearance for construction of water supply lines (Laying of distribution network for Shechamthang LAP and Sarpang Bazaar) and construction of road network and storm water Drainages at Shechamthang LAP.**

Following are the terms and conditions to be followed during the construction work:

1. The Environment Clearance specifically covers for the construction of aforementioned activities only.
2. The trenching work has to be done with minimal disturbance to local environment.
3. The excavated soil and boulders from the trenching work have to be reused to burying the pipeline.
4. At the time of construction, pipeline alignments should be fix in such a way that there is no bursting of pipes and leakage of water into the natural environment causing stagnation of water and landslides.
5. The construction work should not lead to disturbance to private land and other private infrastructures.
6. The wastes produced from the execution of this activity have to be managed as per the provisions of Waste Prevention and Management Act 2009 and its regulation 2012.
7. Removal of vegetation should be at the minimum possible.
8. 30% of total water should be let out at the intake as an environmental flow.
9. There should have intervals of Break Pressure Tank to avoid disaster in the down stream.
10. The storm water drainage and road network has to be done as per the specification mentioned in the BoQ.
11. Overflow of water should be avoided to avoid unnecessary flooding and destabilization of the slope.



དཔལ་ལྷན་འབྲུག་གཞུང་།
 རྫོང་ཁག་བདག་སྐྱོང་ གསལ་སྤང་།
 ROYAL GOVERNMENT OF BHUTAN
 DZONGKHAG ADMINISTRATION
 SARPANG

Environment Section

12. Any terms and conditions agreed with other stakeholders have to be implemented strictly.
13. The applicant of this activity must be fully responsible for any disputes and offenses arising pertaining to execution of this project.

Non-compliance or failure to comply with any of the terms and conditions shall constitute an offense under Environmental Assessment Act 2000, its Regulation 2016, National Environment Protection Act 2007 and any other relevant laws. Penalties for such offenses shall include but not limited to suspension and revocation of environment clearance in part or whole without any liability on the part to Government.

This environmental clearance remains valid for **2 years** from the date of issue.

Expiry date: 09/01/2020

(Chairperson)
 Dzongkhag Environment Committee
 Sarpang Dzongkhag

Cc:

1. Head, ESD, NECS, Thimphu for information.
2. Divisional Forest Officer, Divisional Forest Office, Sarpang for information.
3. Office copy